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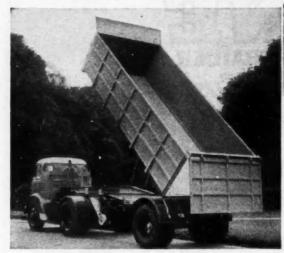
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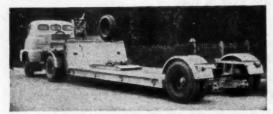
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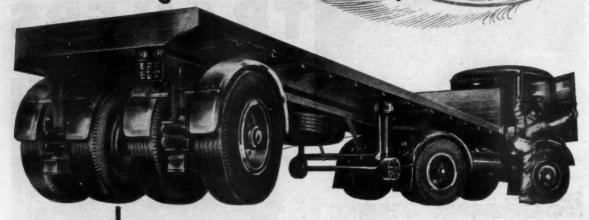
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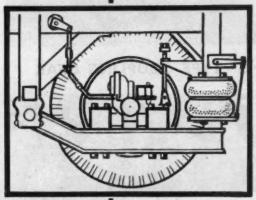
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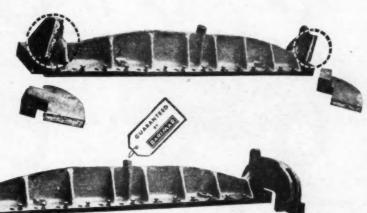
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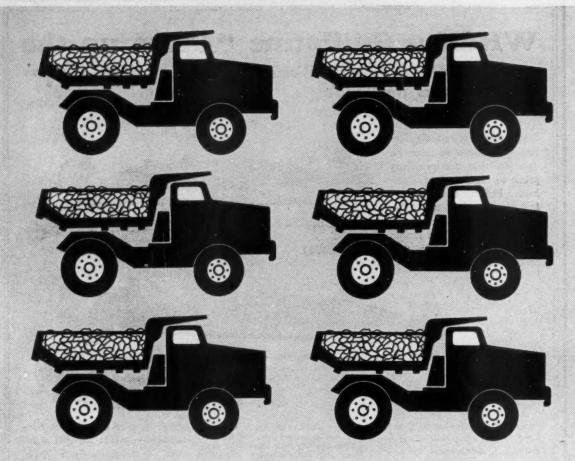
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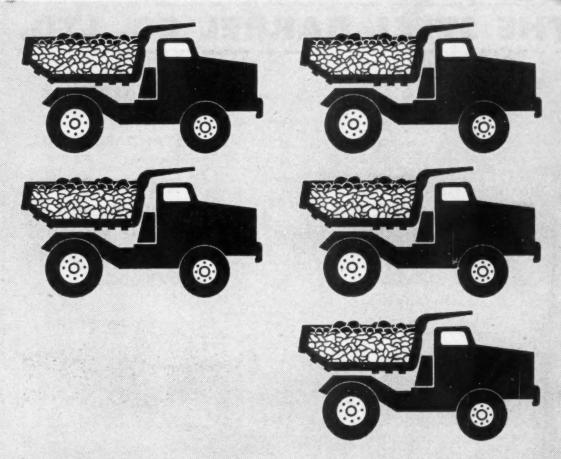
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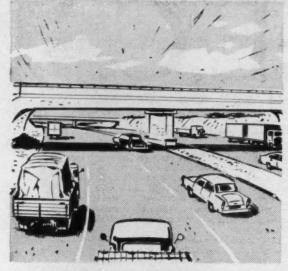
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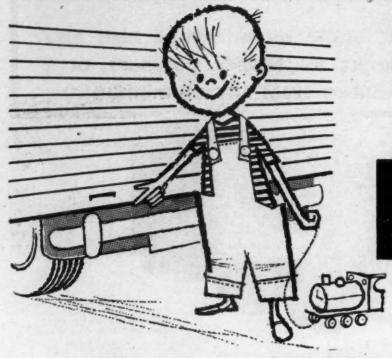
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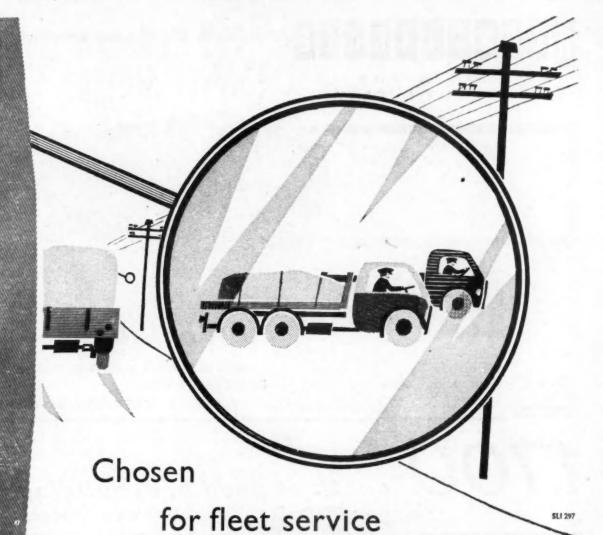


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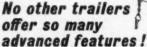
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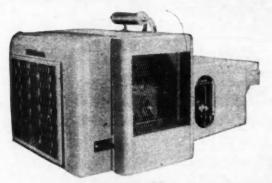
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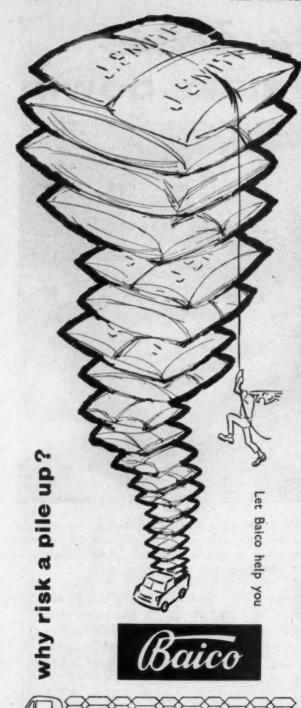
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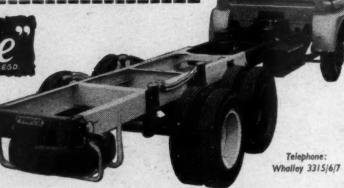
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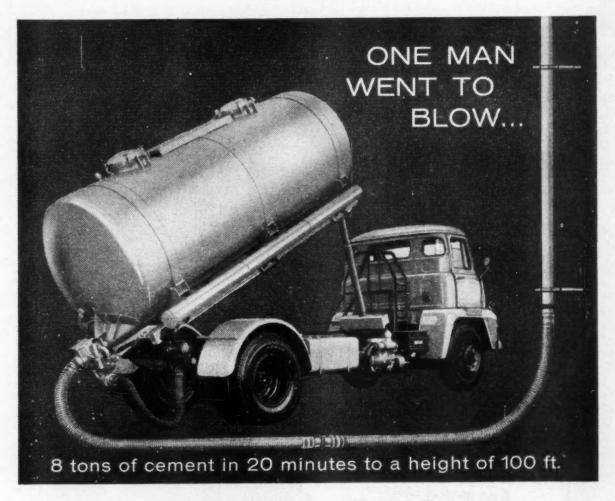
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FEBRUARY 10, 1961 VOL. 113 No. 2895

Why Ban the Minnows?

As a result of special observations to be made this year by the national stewards, on behalf of the national organizing committee, small vans based on private car designs may be banned from the Lorry Driver of the Year competition from 1962 onwards. Had a recommendation from the executive committee been approved, they would already be banned. Why?

There is a strong divergence of opinion within the national committee on the question, and the reasons advanced for banning such vehicles are well-intentioned, but off-target. It is claimed that drivers of heavy vehicles resent the presence of small-van drivers. Who says so?

No doubt—as they often do about all sorts of subjects—individual drivers might "beef"; it is no reason for presuming that, en masse, drivers of heavier vehicles are against their midget brethren. Surely, it makes no difference to anyone at all except the drivers of bigger vans still included in Class A? Drivers in all classes compete up to national class winner level in their own vehicles, but the "Lorry Driver of the Year" title is decided by every contestant for the title driving the same vehicle. Last year it was an Albion six-wheeler. If a 5-cwt. van driver can lift the national title on such a vehicle, good luck to him!

The real intention seems to be to legislate for the exceptionally small vans, such as the Mini-Van, which as a type are obviously more manœuvrable than the bigger vans in Class A. Nobody would quarrel with that line of thought.

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Only Affects Class A

Let there be no misunderstanding on this point. No national title winner can gain the top award in his own vehicle. He can only gain a national class title—which enables him to compete for the national title of "Lorry Driver of the Year." This means that the issue here does not concern the settlement of that title. It may be true that a Mini-Van driver stands more chance of winning the national Class A award, but nobody can prove it either way until next September.

The correct answer is to create a sub-division of that class. It has already been done with articulated vehicles in Class F. Class A should be divided into A1 for the vehicles which some members of the controlling body want to restrict, and A2 for the other Class A vehicles.

A memorial trophy is to be presented by the national committee for a gallant lorry driver, Mr. Tom Austin, who lost his life trying to help the victims of a terrible car crash. They cannot, at the moment, think of a suitable award for it. Why not make it the national award for the new small-van class, which *The Commercial Motor* suggests is the right answer to the problem?

Sight must never be lost of the real reason for sponsoring the Lorry Driver of the Year competition. It was safety. Not, as some people appear to be thinking, as a competitive rally such as the Monte-Carlo, or the Tulip. It was, too, originally called the Commercial Vehicle Driver of the Year competition. To quibble that the competition is for "lorry" drivers is ridiculous. If that argument—and it has been seriously advanced within the national committee—is taken logically, drivers of vans of all sizes, tankers, bulk cement carriers and articulated vehicles (to mention but a few) must also be excluded because the vehicles they drive are not lorries either.

To attempt, for any reason at all, to exclude any commercial vehicle driver from entering the contest is as wrong as anything can be.

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= NEXT WEEK =

- Exhaust Brakes-Where Are We?
- Organizing a Large Distribution Depot.

Fishy Warning

I HEREBY issue a warning to all the fish in Poole, Dorset, area. Watch out! By the end of March, Mr. J. W. Hescroff will have retired as secretary of the Southern area of the Road Haulage Association. His avowed intention is "to catch some fish."

For nearly 25 years, Mr. Hescroff has devoted himself to the interests of hauliers in that part of the country and has had little time for himself. Now he hopes to do all the things he has

always wanted to do. Another retirement-time pursuit will be yachting. He has no intention, he tells me, of deserting all his friends around Poole after he retires, and is to still live there.

A long way back, about 1932, Mr. Hescroff was a haulier. He was a founder member of the old R.H.A. southern area, and in 1936 agreed to take over the secretaryship temporarily.

Some "temporary" arrangement! He lived through the A.R.O. days, still at it, and after the war saw the R.H.A. once again come back.

Passing Time

WHILST, for the applicants, much may hang on the ultimate decisions, there are often intervals in the traffic courts when the attention of many of those present is apt to wander. Some of those appearing regularly have side issues with which to occupy themselves during the duller phases, not being content to be they who "also serve who only stand and wait."

Reporters, of course, continue preparing their accounts of earlier parts of the proceedings. But others indulge in more

Men Who Make

Transport

John

THE qualities regarded as most desirable in the chairman of a national organization are by no means easy to define. Presumably they would include a wide knowledge of the subject with which the organization is intimately concerned. A liberal mind which can balance the forces of argument is an essential. Personality, that most elusive of qualities, is certainly just as important.

In their choice of Mr. J. B. Mitchell as national chairman, the Road Haulage Association have shown remarkable sagacity. He is a man who has all the proper "paper qualifications," and a good deal more besides.

A comfortably covered Scot, often with the expression of a slightly surprised cherub, he is the most self-effacing of men. In his private capacity as managing director of a thriving haulage concern, he would never contemplate an intimate interview with the Press. Indeed, it was with a good deal of diffidence that he consented to the ordeal in his public capacity, and then only because he felt it to be part of the duties of his office.

His loyalty to, and belief in, the Association have become important forces in his life in recent years. I doubt whether it is possible to define a typical haulier, but Mr. Mitchell's company is neither very small nor very large. It is one of a stout-hearted body of hauliers that forms the backbone of the R.H.A., contributing much to its deliberations and providing many of its officers.

An early member, he was elected to the national council in 1946 and he was chairman of the national licensing committee in the period 1951 to 1954. He became chairman of the Scottish area in 1956, and national chairman four years later. It is not difficult to suppose that he is very well

=Bird's Eye View =



varied activity. A quick survey during one case the other day showed that amongst those whose minds were obviously not quite "with it" was one man placidly dealing with a wad of correspondence. A couple were struggling with the intricacies of crossword puzzles, a few eyes were closed but occasionally jerked open rather guiltily. One regular witness was absent-mindedly engaged in undoing and doing up his braces buttons, but fortunately remembered to complete the fastening process before the proceedings terminated.

After having carefully reviewed the changing nature of the scene, my colleague started to commit these things to paper, finishing long before the eloquent legal gentleman concerned had really reached the point of his submission.

Lights Out

THIS week, I have more sympathy than previously towards the frequent complaints about poor rear-lighting of goods vehicles. On M1 I found a low-loader unit, complete with a widish load, that sported one minute red light on the nearside of the semi-trailer, and nothing else to warn me.

Blackhall Mitchell



He loves balance-sheets-Mr. J. B. Mitchell.

informed on road haulage matters on the national, as well as the local, level.

After his school-days at the Royal High School and the

By The Hawk

Yesterday's Stars

INLIKE the veteran car or railway locomotive, the early commercial vehicle claims only a negligible following and those who look back to the early days of mechanical road transport are usually worshippers at the shrine of steam rather than of the internal combustion engine.

Because there are those who do elect to preserve choice specimens of the traction engine manufacturers' art, there are also specialists who carry out restorations with loving care. At Wistaston, near Crewe, traction engines in all their glory, with highly polished brass and copper work, are often to be seen at the establishment of Samuel Jackson and Sons, Ltd., where 69-year-old Mr. Hugh H. Jackson specializes in the rehabilitation of the old giants.

Most recent of the Jackson steam engine efforts was on a 54-year-old four-ton Garrett tractor which has cost over £1,000 to overhaul, the work lasting for almost 12 months. A further Garrett, this time a showman's tractor with a full-length awning, is now awaiting attention.

Accident Signs

THE Metropolitan Police have introduced new signs to warn traffic when it is approaching the scene of a serious accident. Distinguished by blue flashing lights, the signs bear the words Police Accident Slow."

However, they cannot be expecting many accidents because only eight signs will be carried by patrol cars and a further 16 others will be held at police stations in the London area. It is a comforting thought.

Are they wise though, to choose blue? I would have thought red was the more immediately recognizable danger signal.

Heriot Watt College, Edinburgh, J. B. Mitchell has been in transport all his life. He went to Scottish Motor Traction as an apprentice, largely because he wanted to, and with them learned how a fleet of vehicles is maintained. Later he worked for two years with Post Office transport (his father was a senior postal official), before finding a position with the Scottish Central Carting Co., Ltd., of Leith.

This is a company which concerns itself largely with docks traffic, collecting and distributing over a wide area. The work involved has always been very much to Mr. Mitchell's liking, and he built up the company from somewhat shaky foundations to its present strength with a kind of avuncular authority which suited the business ideally.

He is well qualified to undertake any job that offers, and is still happy to make use of his early engineering training

when an off-beat problem presents itself.

I should, perhaps, add that engineers are seldom at their best with horses and that, during the war, Scottish Carting had no fewer than 40 of them. Mr. Mitchell found that, excellent prime movers though they were, they were slightly odiferous and were equipped with independent suspension that bordered on the dangerous. At the end of a day's work they had a beady look in their eyes which is entirely absent in the complacent Scammell.

One of Mr. Mitchell's gifts is that he has a positive liking for balance-sheets. To him they have the delicate colouring of a Canaletto. They have meaning which is not at once apparent to the uninitiated and undertones that have significance. It is a facility which, perhaps surprisingly, is not

given to all businessmen.

"Inbuilt Lethargy"

Another admirable quality to which Mr. Mitchell confesses is that of inbuilt lethargy. This is that equally rare modern attribute of being able to relax when the opportunity occurs. It is the happy habit of being able to take time off to think, or, alternatively, to stop thinking. It makes for clarity of decision when it is needed and contributes towards a comfortable old age. Mr. Mitchell sees little point in driving himself into an early grave.

Nevertheless, I gathered that there are not so many occasions when he can go home to his slippers, fireside and television set. His R.H.A. activities demand his attendance at numerous committee meetings, conferences and social gatherings, and, although he enjoys them all, they do make heavy demands on his time-and on that of his wife. The Mitchells have a flat near Leith which they have occupied since their marriage in 1940. It is quite large enough for them and their two teenage children, and they have no desire to move elsewhere. The garden is strictly Mrs. Mitchell's province; the master is content merely to enjoy it and offer usually impractical suggestions.

One of the luxuries which John Mitchell has allowed himself is a Mark VIII Jaguar and, in this handsome conveyance, the family takes its annual holidays, usually in Cornwall. Then it is that lethargy really takes charge and while the children plunge through the surf, I fancy that the expression under vesterday's Scotsman is more cherubic than ever. Rates, licensing and membership are things of

another world.

John Mitchell is an extraordinarily sympathetic man. He listens to conversation with a grave courtesy which inspires confidence. Asked for his opinion, he delivers it with a charming blend of diffidence and authority, expressed with deliberation in the soft tones of Edinburgh. He states his reasons with clarity and is entirely free from prejudices. He is very conscious that the Road Haulage Association should never become the platform of hot-heads. Under his chairmanship, it is safe to say that that is the remotest of T.W. possibilities. n29

L.C.C. and London Transport Inquiry

DRESSURE on Mr. Ernest Marples. Minister of Transport, to set up a public inquiry into the running of London Transport is mounting. It is doubtful if he will be able much longer to ignore it, writes our Industrial Correspondent.

The Minister was due yesterday to receive a deputation from the London County Council, led by Sir Isaac Hayward, Labour leader of the Council, and Sir Percy Rugg, leader of the Conservative group. They were expected to express their concern at the repeated fares increases in London and the continually worsening services.

At the same time the campaign for a public inquiry, organized by Uxbridge Borough Council, is reaching its climax. Latest returns show that 45 out of the 65 councils approached have agreed to join in seeking an inquiry. Eight are taking no action and the remaining twelve have still to indicate their views.

Pressure for a public inquiry has also come from the busmen themselves. They collected 150,000 signatures and in December four of their leaders presented a petition to Mr. Marples.

Merchandise Transport: R.H.A. Ready to Act

HAVING decided to sponsor appeals against the Merchandise Transport, Ltd., and Arnold Transport, Ltd., decisions by the Transport Tribunal, the Road Haulage Association is now awaiting the written reasons for the Tribunal's decisions.

Until these are issued, writes a special correspondent, the R.H.A. can do little more than institute the preliminary moves. They took counsel's opinion before deciding to sponsor the appeals, which will be made to the High Court.

The R.H.A. has, I understand, been trying as hard as it can to get the Tribunal to expedite the issue of its written decisions. For the type of appeal the R.H.A. contemplates, a six-week period of grace is allowed in which to lodge the appeal. It is presumed that this period would date from the issue of the written decisions.

South Wales Fares

MINISTRY of Transport inquiry A into the decision of the South Wales Traffic Commissioners to allow fares increases to the South Wales Transport Co., Ltd., and the Western Welsh Omnibus Co., Ltd., is expected to be held in Cardiff or Swansea in the near future.

Forty Welsh local authorities have lodged an appeal with the Ministry and are opposing the applications of the bus companies for fares increases.

After the Traffic Commissioners had granted the increases at their first meeting, the Ministry of Transport overruled the decision and ordered another public

The commissioners at the subsequent public hearing in Cardiff decided that the increases were reasonable.

Busmen Expected to Take Tough Line on Pay

BY OUR INDUSTRIAL CORRESPONDENT

EADERS of 170,000 provincial busmen are expected to take a tougher line when they meet next Tuesday to review the progress of their claim for higher pay and better conditions. Their claim, launched last November, was for a "substantial" wage rise and for more money for spreadover duties, Saturday working and early morning and late night turns. It followed a successful settlement with London Transport the month before under which London busmen received an extra 18s. a week on their basic pay as well as a number of other benefits averaging 10s. 7d. a week.

When the National Council for the Omnibus Industry met in December, the employers flatly rejected the claim. On the other hand, in the case of the National Joint Industrial Council for the Road Passenger Transport Industry, there was no final turn-down, but also very little progress.

Under the procedure agreement the claim was referred to the council's wages committee which met last month without reaching any decision. It adjourned to a date still to be fixed.

The unions, of whom the Transport and General Workers Union represent a majority of the workers, then decided to ask the Minister of Labour to set up a special committee of investigation into the wages and working conditions in the industry.

They wrote to both sets of employers' organizations asking them to join them in their approach to Mr. John Hare. So far they have received no reply to their letters, but it is understood that the Conference of Omnibus Companies, representing the private undertakings, have decided to turn down the suggestion.

They feel that an inquiry is not necessary and that there is no reason for disturbing the present structure of the industry or its wage rates or conditions.

They point out that it was only in May last year that the unions were granted a 42-hour week and a 10s. 6d. increase. Besides, they maintain that traditionally there is no connection between the rates paid in London and those in the provinces.

Now the next move is with the unions. The type of investigation they had in mind needs a joint approach with the employers.

For the unions it had the attraction of giving them all the advantages of arbitration without any of its disadvantages. The committee's findings would not be binding, although any recommendations for higher pay or improved conditions would be a very powerful argument in the subsequent negotiations.

With this line of approach virtually blocked the unions will now have to decide whether to drop their claim or to get tough. There remains the possibility of a strike threat and this will no doubt be urged by some of the more militant leaders at next week's meeting.

But it is likely that another approach will first be made to the employers to see whether there cannot be an amicable settlement

Jack Report Expected Soon

FROM OUR PARLIAMENTARY CORRESPONDENT

I N the Commons last week Mr. Rupert Speir (Tory, Hexham) asked Mr. Marples when he intended to publish the report and findings of Professor Jack's Committee on Rural Transport. soon as practicable," said Mr. Marples, a reply which Mr. Speir described as limited and rather negative and one which he said would be cold comfort to those living in rural areas.

In reply to a question from Sir Richard Pilkington (Tory, Poole) Mr. John Hay, Parliamentary Secretary, said the Ministry were now studying comments on draft regulations which would require most vehicles over 40-ft, in length to carry additional side lights visible also from front and rear, and also draft regulations prescribing additional lights and other markings for vehicles carrying projecting

VEHICLE NOISE

THE British Standard on methods of measuring vehicle noise is now in draft. Stating this in the Commons last Mr. John Hay, Parliamentary

Secretary to the Ministry of Transport, added that the results of tests undertaken to establish both the noise made by existing vehicles and the effect of certain sound levels on bystanders were being

Mr. Hay told a questioner that he was not yet in a position to propose regulations prescribing permissible noise levels for vehicles of various classes.

CURBING DAZZLE

L IMITS may be set on the amount of "dazzling" advertisements a vehicle can carry. Mr. Ernest Marples said in the Commons last week that he was considering a recommendation from the Departmental Committee on Road Safety.

BAN BUS BARS PLEA

MR. JOHN MACLAY, the Secretary of State for Scotland, has received a resolution from the British Women's Temperance Association, Scottish Christian Union, objecting to the installation of licensed bars on buses or motor

A.E.C.—Thornycroft: No Change for Present

TERMS OF THE TAKE-OVER

The boards of Associated Commercial Vehicles, Ltd., and John L. Thornycroft, Ltd., have reached an agreement, in principle, whereby A.C.V., Ltd., will purchase the whole of the share capital (i.e., 750,000 Ordinary shares of £1 each) of Transport Equipment (Thornycroft), Ltd.

The purchase consideration will be 150,000 fully paid £1 Ordinary shares in A.C.V. ranking pari passu with the present A.C.V. Ordinary share capital and £1m. in cash to be paid over two years and subject to adjustments on account trading prior to acquisition.

Capital Allowances: Latest Position

A STATEMENT on the latest position relating to capital allowances on the purchase price of transport units on denationalization is being made by the Road Haulage Association. The matter was the subject of two test cases before the Special Commissioners of Inland Revenue in November, 1959.

The R.H.A. states that it understands the authorities are no longer contesting the inclusion for such allowances of any sum deemed to be for a special A licence where vehicle and licence were acquired together under the 1953 Transport Act. Nor do the authorities, the R.H.A. understands, contest similar sums where special A licences were transferred to other vehicles, or licence and vehicle were assigned to another purchaser.

One overriding factor to be taken into account is that the transaction resulted in the haulier taking physical delivery of the vehicle and operating it in his business for the purposes of his trade.

Consideration will be given to any special cases.

SMITH'S TO MAKE LITEX RANGE

THE manufacture and sales of Litex refrigerated vehicles, hitherto marketed by Walkers and County Cars, Ltd., Fleet, Hants, have been taken over by Smith's Delivery Vehicles, Ltd., Gateshead-on-Tyne. The Litex range includes insulated and refrigerated bodies, refrigerated containers and the Market Loader hydraulic carcass loader.

An extension has been made to the refrigeration division of Smith's, who state that they are now able to design insulated and refrigerated bodies for any type of chassis, to suit operators' requirements. The company will shortly be moving to new and larger premises on the Team Valley Estate to cope with the demand for their present range of products, which can be expected to increase with the development of the Litex side.

THE name of Thornycroft will not be lost to road transport operators at home and overseas following the take-over by A.C.V. of Transport Equipment (Thornycroft), Ltd. That was made clear to *The Commercial Motor* this week by Sir William Black, chairman of A.E.C., Ltd., and Mr. R. F. Newman, managing director of the Thornycroft concern.

Mr. Newman said that his company would continue to build Thornycroft designs and that there was no question of the name "Thornycroft" disappearing.

It was, he said, "sad to be no longer a child of John I. Thornycroft, Ltd., but equally elating to be a child of A.E.C.," and he could not think of a company with which he would rather be associated. He pointed out that the Thornycroft and A.E.C. current ranges were for the most part complementary to each other, and he emphasized that, whilst a measure of rationalization could be expected, with the prospect that some of the lighter Thornycroft models may eventually be discarded, there was no question of loss of identity and the Thornycroft staff would remain unchanged.

Additional Capacity

Undoubtedly, the prime reason for the A.C.V. take-over is the additional machining capacity which acquisition of the Thornycroft factories at Basingstoke and Reading will give. This point was made clear by Sir William Black who reiterated Mr. Newman's remarks with respect to the Thornycroft range being supplementary to current A.E.C. production-particularly so far as such specialized vehicles as the Antar and Big Ben models were concerned-but said he felt that a certain amount of research and design work would be integrated in the future.

Light Thornycrofts could be expected to remain in production for the time being.

Sir William Black said that at some time in the future both home and overseas sales organizations would probably be merged, but for the time being the two companies would continue as before with regard to production, sales and servicing arrangements.

At the annual meeting of Associated Commercial Vehicles, Ltd., in London, on Tuesday, Lord Brabazon, the chairman, said: "Thornycroft is a great name in the engineering world, and the Thornycroft range of vehicles is more supplemental to than directly competitive with those of A.E.C.

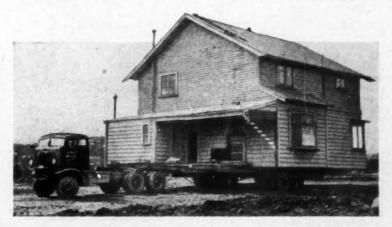
"We intend that Thornycroft shall remain a great name in road transport. We are satisfied that, co-ordinated with our group of companies, there is every expectation that a satisfactory rate of profitability will be achieved.

"A.E.C. are concentrating on exporting their vehicles rather than trying to sell them in this country, as saturation may soon be imminent. This merger is a very fine set-up."

Sir Henry Spurrier Looks Ahead

A POINTER to the possibilities inherent in the proposed Leyland-Standard Triumph merger is given by Sir Henry Spurrier, chairman, in his statement to shareholders of Leyland Motors, Ltd. He says: "Standard Motors manufacture a range of cars and light commercial vehicles which appear to us to be complementary to our own production. There is also the possibility at a later date of filling in the intermediate vehicle range.

"The project holds promise of providing the ultimate organization that we are seeking and one which we believe will be able to hold its own against competition and, in particular, against that of the United States and Germany."



A wartime Leyland Retriever six-wheeler, operated by Mr. T. R. Parry, Upper Hutt, New Zealand, is providing the motive power for this house removal (literally) exercise. Mr. Parry has seven such vehicles engaged in this work, another recent Job having been the movement of a 13,000 sq. ft. hangar at Rongotal Airport.

Mr. Jack Whitwam, manager of the new Marsden depot of Hanson Haulage, Ltd.

MR. C. G. KNELLER has been appointed advertising and sales promotion manager of the British Division of The Yale and Towne Manufacturing Co.

MR. A. D. DANIEL, general manager since 1959 of Townsends (Carriers), Ltd., Newton Road, Higham Ferrers, Northants, has been appointed a director of the company.

MR. K. H. PLATT, deputy secretary of The Institution of Mechanical Engineers, is to be made secretary of the Institution in place of MR. B. G. ROBBINS, who is retiring on June 1.

MR. B. A. THURGOOD, after 31 years' service with George Cohen Sons and Co., Ltd., has been appointed resident director of George Cohen Australian Scrap Co. Proprietary, Ltd., Sydney.

MR. R. F. DEAN.SMITH has been appointed general sales manager of K.T. (Dartford), Ltd. He was previously commercial -vehicle and fleet -sales manager of Dagenham Motors, Ltd., Woolwich.

MR. R. J. L. PERFITT has been appointed by the British Transport Commission to the position of assistant director of studies, British Transport Staff College, Woking. Other B.T.C. appointments are MR. H. SAMUEL as assistant principal, British Railways School of Transport, Derby, and MR. E. A. Toneri as international liaison assistant of the Shipping and International Services Department.

MR. I. THOMSEN, treasurer of The Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has become financial director and secretary of the company, and his vacated position is to be taken by MR. D. G. BIRCH, with MR. J. N. Law as assistant treasurer. Other Goodyear appointments are MR. L. A. GIBBS as executive officer, MR. R. SENIOR as chief accountant and MR. N. H. SMITH to be the newly appointed comptroller, with MR. N. CORNER as his assistant.

Men in the News



Mr. L. J. Moore.

MR. D. G. STOKES, managing director, Scammell Lorries, Ltd., and a director of Leyland Motors, Ltd., will be a member of a Federation of British Industries delegation to visit Spain on February 12 to discuss opportunities for increasing Anglo-Spanish trade.

MR. F. J. HOPE, of F. J. Hope (Transport), Ltd., has been elected chairman for 1961-62 of the London and Home Counties area of the National Conference of Road Transport Clearing Houses. Mr. Graham Adams, Ltd.) has been elected vice-chairman.

MR. JAMES S. COUSINS has been appointed to the new post of purchasing liaison officer of the Council of Industrial Design. He will be concerned with the design policy of corporate buyers, such as industrial corporations, government departments, the Services and transport undertakings.



Mr. Richard Adam, whose appointment as general manager of Castrol's Engineering Division was announced last week.



Mr. E. W. A. Butcher.

MR. C. G. M. SMITH has been appointed Lubrequipment manager of the Castrol Division of Castrol Limited. His responsibility will be to promote the sales of lubrication equipment to motor manufacturers and to the motor trade.

MR. E. W. A. BUTCHER, Ribble Motor Services' eastern area superintendent since 1958, has been transferred to headquarters at Preston to take up a new appointment as assistant to the traffic manager. Mr. L. J. Moore, Ripple's south western area (Merseyside) superintendent since 1952, has been appointed to succeed Mr. Butcher as eastern area superintendent. Mr. J. Balderston, district traffic superintendent at Bootle, takes over from Mr. Moore, and Mr. E. W. Spencer succeeds Mr. Balderston at Bootle.

MR. NEVILLE SMITH who, as previously announced, has been appointed to succeed MR. W. F. BROOKS as secretary of the British Electric Traction Co., Ltd., has also been appointed secretary of the B.E.T. Federation, Ltd., in succession to Mr. Brooks, who has taken up an executive appointment with B.E.T.'s associate, Rediffusion, Ltd. MR. R. ST. C. SANDALL has been appointed assistant secretary of the B.E.T. Federation, Ltd., and secretary of B.E.T. Omnibus Services, Ltd., in the place of MR. D. A. SMITH, who succeeds Mr. Neville Smith as secretary of Rediffusion, Ltd.

Obituary

WE record with deep regret the deaths of Mr. WILLIAM WARRINGTON, Mr. LIONEL C. GOSLING and Mr. HAMISH KIRKWOOD.

Mr. Warrington, who was 84, was founder of Warrington's Transport, Ltd., Sheffield.

Mr. Gosling, transport manager of Blue Peter Retreads, Ltd., was 61. He had been with the company for 32 years.

Mr. Kirkwood was secretary of both the British Starter Battery Association and the Accumulator Manufacturers' Association. He was 54.

Tribunal Refuse **B** Variation

A N appeal by J. S. Stirk and Sons, of Staindrop, near Barnard Castle, against the refusal by the Northern Licensing Authority to vary the conditions of their B licence, was refused by the Transport Tribunal on Tuesday.

Stirk's asked for the variation to enable them to carry bulk sulphate of ummonia from Imperial Chemical Industries at Billingham, Wallasey, Cheshire, for Curry, Rowlands and Co., a firm of fertilizer manufacturers.

Mr. T. H. Campbell Wardlaw, for Stirk, said that if the application were granted it would not mean a wholesale transfer of traffic from A licence to B licence, nor the release of A vehicles to other work. What they wanted to do was merely take what was described as "spillover" on their B-licensed vehicles.

Giving the Tribunal's decision, the president, Sir Hubert Hull, said they were By no means satisfied that the facilities at present at the disposal of the appellant were adequate for the amount of work which Curry, Rowlands and Co. required to be done.

Other tribunal decisions are reported on Pages 40 and 44.]

A LOOK AT ENGINES

A N international symposium covering all aspects of the use of petrol and diesel engines is to be held in Brighton from May 17 to 19 by the Institute of Petroleum.

FORTHCOMING EVENTS

March 3.—The Transport Golfing Society Annual Dinner and Dance, Majestic Hotel, Harrogate, March 5-14.—Leipzig Spring Fair, March 7.—Motor and Cycle Trades Benevolent Fund, Annual General Meeting, Connaught Boown, London

Rooms, London.

March 13.—R.H.A. Met. and South Eastern Area
Banquet and Ball, Grosvenor House, Park

Hane.

March 13,—Institute of Transport, London: "Mass
Transportation," by L. C. Hawkins, L.T.E.

March 16-26.—Geneva Motor Show.

March 24.—Institute of Transport Annual Dinner,
Dorchester Hotel.

April 18-21.—Scottish R.P.T.A. Conference, Turn-

April 18-21.—SCOURM A.F.
berry.
April 22-23.—British Coach Rally, Brighton.
May 11-17.—International Union of Public Transport Congress, Copenhagen.
May 16-18.—Public Transport Association Annual Conference, Eastbourne.
May 23-25.—National Association of Farniture Warchousemen and Removers Annual Conference, Turnberry, Ayrshire.

ference, Turnberry, Ayrshire.

May 29-June 1.—Institute of Transport Congress,
Cardiff.

May 29-June 7 (provisional).—Institute of Transport

May 29-June 7 (provisional).—Institute of Transport viait to Belgium.

June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.

June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Butte.

June 18-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E. 19.

September 17.—Lorsy Driver of the Year Contest, National Final, Fort Dunloon.

September 21-October 1.—Frankfurt Motor Show. October 21-S.—Paris Motor Show. (Cars only.)

October 17-18.—Road Haulage Association Conference, Brighton.

ference, Brighton. October 18-28.—Earls Court Motor Show October 18-28.—Earls Court Motor Show.
October 28-November 9.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dimer. Grosvenor
House, Park Lane, London.
November 19-18.—Scottish Show, Kelvin Hall.
Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall.
Wesminster.

ference and Westminster.

Examiner Gave Dent's "Full Heat Treatment

TRAFFIC examiner of the Ministry of Transport this week admitted that A TRAFFIC examiner of the ministry of Transport (Spennymoor), Ltd., of Tudhoe Colliery, Co. Durham, had been given the "full heat treatment" and, for a period, every one of their vehicles seen on the road was noted and its movements checked later with the operator's records. This evidence was given during the second full day's hearing into the activities of the company, held at their request by the Northern Licensing Authority, Mr. J. A. T. Hanlon, who had given notice that he was considering suspending or revoking their A and B licences. The inquiry had previously been adjourned because of the illness of a witness.

Mr. J. L. Welsh, a Northern area traffic examiner, said that it was true to say that in Dent's case, fewer spot checks agreed with the record than any other operator in the area. The company were never ready or willing to produce their records and had been prosecuted for this. They had also been convicted on numerous occasions for records offences; warning letters had been ignored; and many prohibition notices had been served on them.

Cross-examined by Mr. Campbell Wardlaw, Mr. Welsh agreed that he had made more calls on Dent's than on any other contractor in the area. but rarely by appointment.

He told Mr. Wardlaw that so far as he was concerned at one stage he had noted every Dent's vehicle he saw, which resulted in six or seven check reports in a short while.

In Deplorable Condition

Mr. John Henry Dent, managing director, said that his company had purchased vehicles and licences from the B.T.C., and in every case the vehicles had been in a deplorable condition. Slowly they had purchased new vehicles and had converted derelict premises into a modern warehouse. During this build-up he had had an unfortunate number of convictions in connection with the business recorded against the company, but he assured Mr. Hanlon that his house was now in order regarding maintenance.

Asked why he had been operating certain vehicles unlawfully, Mr. Dent said that he understood that once he had applied for a temporary substitution he could automatically run a vehicle.

Mr. B. G. Montgomery, for the clerk to the Authority: "You have been operating illegally over the whole of this period." Mr. Dent denied this but admitted being paid for haulage on unauthorized vehicles.

The case was further adjourned.

FREEDOM OF CHOICE

EACH form of transport should be in a position to attract the traffics most suited to it, said Mr. John Hay, Joint Parliamentary Secretary, Ministry of Transport, at the Coal Industry Society lunch in London on Monday.

In this country, he said, we seek transport co-ordination-a very different thing from transport integration. "Freedom of choice by the consumer is basic to any policy for transport; economic efficiency must be our lodestar and flexibility our watchword."

April Start

It has now been decided to hold the Weymouth eliminating contest for the Lorry Driver of the Year competition on April 15, and not on May 6, as reported last week. The organizing secretary is Mr. F. G. Purbrick, of Weymouth Road Safety Committee.

The Queue for Butlin's Traffic

THE second of two applications for express carriage services from the Manchester area to Pwllheli, North Wales, was heard by the North Western Traffic Commissioners at Manchester on Tuesday. Three companies, J. Fieldsend, Ltd., Salford, Rigbys, Ltd., Patricroft, and Wheatleys Garage (Patricroft), Ltd., Manchester, were applying for an express carriage service between Swinton, near Manchester, and Butlin's Holiday Camp, Pwllheli, Saturdays only during the summer season.

Mr. W. Woolley, traffic manager to the North Western Road Car Co., Ltd., objecting, described a parallel service under consideration by the Commissioners which starts from Lower Mosley Street, Manchester.

The Commissioners reserved their decision.

FASTER TURNROUND AIDS CUSTOMER, TOO

QUICKER turnround of vehicles will lead to a reduction in transport costs; customers would benefit from it. Mr. P. H. R. Turner, chairman of the Metropolitan and South Eastern area of the Road Haulage Association, said this at the annual ladies' festival of the North London sub-area of the R.H.A. last Saturday.

Broadly speaking, he said, it had been R.H.A. policy to offer to assist in the traffic problem by way of consultation. and not merely to object whenever it was proposed, for example, to restrict loading and unloading.

A GAVEL FOR MR. EASTMEAD

SILVER gavél was last Saturday A SILVER gaver was a sub-area by presented to Mr. Steve Eastmead by members of the North London sub-area of the Road Haulage Association, to mark their appreciation of his services as sub-area chairman since June, 1956.

Road Traffic Acts "Out of Date"

A PPEALING against a decision of the Metropolitan Traffic Commissioners allowing Luton Corporation Transport to run public services in parts of Dunstable, the Dunstable Town Clerk. Mr. J. Smith, told a Ministry Inspector last week that the Road Traffic Acts were

He said: "Existing road traffic legislation is inadequate to protect the general public. The Traffic Acts are out of date if they purport to hold a balance between the travelling public, the rights of the Minister, and the reasonable interests of the operators."

Mr. Smith, who did not deal with any details of the consents granted by the

Tribunal Uphold Grant of Short-term B Licences

THE decision of the Metropolitan Licensing Authority to grant shortterm B licences to two haulage firms for the carriage of gravel being used in the construction of the Staines By-pass was upheld by the Transport Tribunal on Monday.

Janes and Co., Ltd., Janes Transport, Ltd., both of Slough, and William Truckel, Ltd., of Battersea Park Röad, London, S.W.8, had appealed against the granting of the ficences to J. Pike and Sons, Ltd., of Stokenchurch, Bucks, and J. D. G. Pearce, of Eltham.

respondent firms did not appear and it was disclosed during the hearing that they were not using the licences.

Mr. M. H. Jackson-Lipkin, for the appellants, said that Costains, the civil engineering contractors, entered into an agreement with T. W. Bates Aggregates, Ltd., giving them the opportunity of digging and hauling the gravel used in the construction of the by-pass.

The agreement was that Bates Aggregates should do that work, but not using their own vehicles. They got hold of a number of men and offered them contract A licences to do the work. Those licences were granted by the Metropolitan Licensing Authority. Later the Authority felt they had not been properly granted and told Bates Aggregates that the men they had found to do the work should apply for short-term B licences.

No Tenders Invited

Giving the Tribunal's decision, Sir Hubert Hull said that neither of the respondents had taken advantage of the decision of the Licensing Authority in their favour. "The company which had the contract to dig the gravel and transport it did not circulate or obtain the views of the hauliers in the immediate neighbourhood as to the price they would charge for doing the work. They found other hauliers who agreed to accept a rate of 3s. 6d. a cubic yard."

The appellants considered that 4s. 6d. was the proper rate if vehicles were to be safely loaded and observe the speed limit. If it was true that the 3s. 6d. rate meant that the respondents were doing the work at a loss, then that would be a reason for not giving them a licence.

If the respondents had taken up their licences the Tribunal would have said they were entitled to retain them.

C.I.E. TESTS AIR SUSPENSION

NINE new vehicles are being fitted with air suspension by Coras Iompair Eireann as a preliminary to trials that will determine the system's suitability for adoption throughout the fleet. They comprise three single-deck buses, three 74-seat double deckers and three coaches.

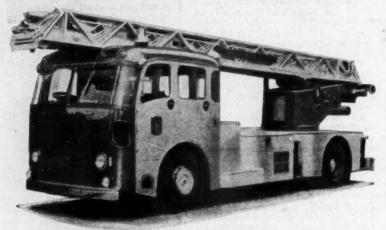
After undergoing trials with Belfast Corporation, a 78-seater Guy Wulfrunian is now on test by Coras Iompair Eireann on the Dublin-Dalkey service.

FERODO £34m. PROGRAMME

'AYLOR WOODROW CONSTRUC-TAYLOR WOODKOW CONTROL TION, LTD., have been appointed principal contractors for the new Ferodo factory near Caernaryon. The value of the contract is approximately £13m.

MERRIWORTH DISTRIBUTORS

HE Coventry company, Morton's Garage, Ltd., has been appointed Midland distributor for Merriworth



Wolverhampton Fire Brigade has recently taken delivery of this Leyland Firemaster TFM.2 fire appliance. It has a Magirus 100-fi. turntable ladder and light-alloy bodywork by David Haydon, Ltd., Birmingham. The 150-b.h.p. underfloor oil engine drives through a Pneumo-Cyclic semi-automatic gearbox and two-speed rear axle.

Commissioners, said the appeal was the only forum in which the views of the public, through the local authority, could be expressed.

The difficulty in many cases is that the local authority feels a service ought to be provided, but if the operators say they are satisfied there is no need, that is the end of the matter," he said.

WALLACE ARNOLD LOSE

THE Minister of Transport has turned down the appeal by Wallace Arnold Tours, Ltd., against the decision of the Yorkshire Traffic Commissioners, when granting an application for an express licence between Royston and Leeds via Wakefield, to attach a condition that the licence for a service between Wakefield and Leeds should be surrendered.

PROFIT AND LOSS

Avon India Rubber Co., Ltd., Group profit after taxation, £239,249. Final dividend, 9½ per cent.
Westinghouse Brake and Signal Co., Ltd., profit £23,557,794, a decline of £203,894. Final dividend maintained at 11 per cent.
Coventry Gauge and Tool Co., Ltd., net profit £219,721. an increase of £38,471. Final dividend increased from 7½d, to 9d., tax free, per 10s. thare,

Petrol Saver

DEVICE which, it is claimed, will A reduce petrol consumption by 50 per cent., has been developed by Mr. R. Wood, St. Nicholas Street, Malton, Yorks. Mr. Wood is a research engineer and the director of a Scarborough company, and he claims that his invention merely involves replacing the main jet of the carburetter by a smaller one and adding his device. Mr. Wood's equipment is stated to cost less than 30s. to manufacture.

C.T.C.C. MEMBERS

THE Minister of Transport has announced the names of the new Central Transport Consultative Committee for Great Britain for the period to December 31, 1963. The chairman is Sir Ronald Garrett, and the members again include Mr. E. G. Whitaker, Unilever, Ltd., and Mr. H. D. Joyce, Shell-Mex and B.P., Ltd.

Among the new members are Alderman S. I. Dyson, chairman, Sheffield transport committee, and Councillor W. Spencer, chairman, Coventry transport

Rolls-Royce Order Redwing Fire Appliances

THREE Redwing FT/5 fire appliances have been ordered by Rolls-Royce, Ltd., Derby, from Carmichael and Sons (Worcester), Ltd. the vehicles have already been delivered and all are based on 109-in,-wheelbase Land-Rovers. A Coventry Climax 350-g.p.m. pump is mounted immediately behind the front seats and driven from the vehicle main-gearbox power take-off, and above the pump is located a 75-gal, water tank.

Bodywork conversion has been carried out by Carmichael's, including the installation of a fulllength glass-fibre roof and light-alloy drop-down hinged shutters. The roof carries a 25-ft, lightalloy extension ladder and two 8-ft, lengths of 4-in. suction hose. Each vehicle carries a 180-ft. first-aid hose.

Another fire-appliance contract at present being completed by Carmichael's is for 17 Redwing appliances for the West Pakistan Government Authorities. These vehicles also are based on long-wheelbase Land-Rovers and have a similar general specification to the Rolls-Royce models.



One of the Redwing FT/5 appliances for Rolls-Royce fire brigade.

"Involved in a Pretty Muddle"

A N application by Edwards Transport (Lydbrook), Ltd., to transfer seven vehicles at present specified in an A licence held in the West Midland traffic area, from Pontrilas to Lydbrook, was refused by Mr. S. W. Nelson, Western Licensing Authority, at Bristol, last Friday.

Counsel for Edwards Transport said his clients had become involved in "a pretty muddle" as the result of the purchase in 1959 for a sum of £30,000, of the transport business of Bristowe's of Bristol. No legal contract had ever been signed, and the matter was the subject of pending action.

The reason for the application was said to be increase of business, but Mr. Nelson said a transfer would be unfair to existing hauliers who were objectors.

In a second application by the same company to add two vehicles to their fleet, only one was granted, subject to the surrender of one contract A licence.

WINDING-UP RESCINDED

MR. JUSTICE BUCKLEY, in the Chancery Division last week rescinded a winding-up order he made earlier against H. G. Jeakins (Transport), Ltd., of Lansdowne Drive, Hackney. and dismissed, by consent, the petition presented by Parsons and Parsons (Garages), Ltd., of The Minories, London, E.C. Counsel for the petitioners said that since the order was made the debt due to them had been satisfied.

NEW TRAINING COLLEGE

PLANS for a new technical training college for student engineers of Leyland Motors, Ltd., are behind the purchase by Leyland's of a 154-acre site next to Wellington House, Leyland's hostel which at present houses about 30 student engineers from different parts of the world.

Leyland Motors say that this is a longterm project.

MISSING LORRIES

HAULAGE contractor Charles Henry Lawrenson, Abbotsford Grove, Timperley, Cheshire, who admitted liabilities of £10,000 at Manchester public examination in bankruptcy, claimed that a number of lorries he had bought to extend his business were missing.

Adjourning the hearing, the Registrar said: "I am not at all satisfied that you have given all the information you might have done.

HEAVY RECOVERY IN NORTH-WEST

ONE of the most powerful breakdownrecovery vehicles in the North-West of England has been constructed by Park Garages (Agden), Ltd., Lymm, Lan-cashire, for their own use. It is based on an ex-U.S. Army 6 x 6 tank-transporter tractor, and has a Hercules oil engine. The conversion was carried out in the Park Garages' workshops.

The crane was built by Engineering and General Supplies and has a lifting capacity of 20 tons. A Tulsa 50-ton winch is fitted, and bottom gear gives a governed road speed of 2 m.p.h., maximum speed in top gear being 37 m.p.h. The vehicle is "on call" over a 25-mile radius.

PICNIC TRIPS

NEW form of coach trip-"the A picnic trip "-is being introduced in South Wales this year by the Western Welsh Omnibus Co. Passengers on these day or part-day trips to South Wales beauty spots will be provided with a picnic basket.

Mr. T. Pengelly, the company's traffic manager, explained: "We have discovered that many people on our day trips find meals in restaurants or hotels a bit expensive. And they don't want to be bothered with taking their own food."

The picnic baskets will cost from 2s. 6d. to 5s. each.

Bulk Transporters Granted

A N application by Kelmans of Turriff, Aberdeenshire, for an A licence for two specially built bulk transporters with pneumatic discharge was granted by Mr. Ivo Townsend, the Scottish Deputy Licensing Authority, at an inquiry in Aberdeen last week.

The application, which is the first of its kind in the Northern Division of the Scottish area, was supported by Spillers, Ltd. Their branch manager told the Authority that his firm had recently acquired a site in Aberdeen for the building of a large animal feeding plant.

They would specialize in broiler feeding which Mr. Kelman at present hauled from Birkenhead. When the new plant came into operation the traffic from Birkenhead would cease and would instead be produced in Aberdeen.

Mr. James Kelman said in evidence that the vehicles would cost in the region of £6,000 each. He had received many inquiries about them and was convinced that they would be extensively used. The pneumatic discharge was capable of blowing foods to a height of 150 feet.

CONGESTION AT DOCKS

DELAYS to vehicles at Merseyside docks continue to receive attention in Liverpool shipping and haulage circles. It has been reported to the Transport Committee of the Liverpool Chamber of Commerce that the Steamship Owners' Association has now set up a special committee to discuss the problems relating to delays and congestion.

One of the major troubles arises from the delay in the removal of inward cargo from sheds. This causes a lack of storage space intended for outward cargoes. The Transport Committee, which is disturbed at the present congestion, reports that other ports are canvassing shippers in the Midlands to use those ports to avoid the congestion at Liverpool.

New Cold Room for Simms' **Engine-Test Laboratory**

A COLD ROOM has been added to the engine-test laboratory of Simms Motor Units, Ltd. Temperatures down -40° F. can be obtained and, as the cold room will not be in constant use by Simms, the company is prepared to make the room available to any interested organizations on a hiring basis.

The room measures 13 ft. 5 in. by 10 ft. 9 in., and there is a separate airlock compartment through which the room is entered. Engines of up to 300-b.h.p. output can be tested for coldstarting characteristics, and there is a block and takle with a capacity of 1 ton.

The refrigeration plant was supplied

by J. and E. Hall, Ltd., Dartford. The cooling unit is at one side of the cold room, and the compressors are housed in a chamber above the ceiling. Twin fans circulate the air over cooling coils through which Freon 22 gas refrigerant is passed. The operation of the fans is thermostatically controlled to maintain the prescribed temperature automatically

between limits of + or $-\frac{1}{2}$ ° F. Starting with the room at normal ambient temperature, the plant can reduce this to -40° F, within three days. The brick walls have an insulating lining of 12 in. of cork, and the interior is panelled with aluminium sheeting.



Engines of up to 300 b.h.p. can be tested for cold-starting characteristics in the new Simms' cold room.

Grant for New Insulated Vans

THE production by J. Bibby and Sons, Ltd., of the new dehydrated potato commodity was behind the application by Ritson's Haulage, Ltd., at Liverpool on Monday for five new insulated vans on A licence to carry meat and offals as required, and foodstuff to London.

Mr. R. H. Ritson, managing director, said that the five vehicles being sought would not work solely for Bibby's, but would perform other duties as well.

Representatives of Bibby's said that the potato product would be put on the market in the spring, and about 20,000 cases a week would have to be transported, this probably resulting in 20 to 25 loads for Ritson's.

The North Western Licensing Authority, Mr. F. Williamson, granted four vehicles and said he would be prepared to grant at least one additional vehicle under a short-term licence, until a substantive licence had been applied for.

New Warehouse

NEW storage, warehousing and distri-buting facilities for the North East of Scotland have been opened by Charles Alexander and Partners (Transport), Ltd., and James Paterson and Co. (Motor Hirers), Ltd., their associates, at Poynernook Road and Stell Road, Aberdeen.

The very large premises have been laid out specially to allow effective handling of palletized goods near to the harbour

50 YEARS OF FORD

TO commemorate the Golden Jubilee of the Ford Motor Co., Ltd., the Dagenham Car Club is to organize a cavalcade of motoring on July 1. Commercial vehicles and public service vehicles will be included. Entry forms can be obtained from the Civic Centre. Dagenham, Essex.

Lo.T. 1962 CONGRESS

THE Institute of Transport is to hold a congress in 1962 at Cardiff, from May 29 to June 1.

Micrograms . .,.

Phone Change: The telephone number of Simms Motor and Electronics Corporation

Golf Days: The annual Car Mart, Ltd.. Golf Tournament is to be held at Wentworth on May 31 and June 1, this year.

Crane Comets: Lambert Engineering Co. (Glasgow), Ltd., have ordered a further 12 Leyland Comet CS.3/2R chassis as the basis of mobile cranes.

Pioneers Come Again: J. James and Sons, Ltd., Ammanford—the first operators in the country to order a Leyland Atlantean rearengined double-deck bus-have just ordered a further two.

Israeli-Danish Leyland Order: Fifteen Leyland Tiger Cub passenger chassis have been ordered from Dansk Automobil Byggeri. A/S, by Sightseeing, Ltd., Tel-Aviv. They are to have Danish-built bodies.

are to have Danish-built bodies.

Southampton's First A.E.C.s: Southampton Transport Department have ordered 10 A.E.C. Regent V double-deck buses, which will have Park Royal 66-seat bodies. These will be Southampton's first A.E.C. buses. New Vac-U-Lift Agents: R. A. Reddey (Mechanical Handling) Co., 300 Sandycombe. Road, Richmond, Surrey, have been appointed sole agents for Vac-U-Lift equipment for London and the Home Counties. Increased Studebaker Sales: Exports of Studebaker-Packard commercial vehicles have risen considerably of late. Export orders in hand on December 31, 1960, were more than double the total for the entire preceding year.

more than double the total for the entire preceding year.

Big A.E.C. Engine Orders: About 150 A.E.C. power units were ordered during January. These were for both automotive and industrial applications and included requests for considerable numbers of units from Canada and Finland.

from Canada and Finland.

Eight Leylands for Merthyr: Eight Leyland

Titan PD.3/4 double-deck buses have been
ordered by Merthyr Tydfil Corporation.
They will have synchromesh gearboxes, air
brakes, and 73-seat bodies built by East
Lancashire Coach Builders, Ltd.

Polypenco in France: A new company—
Polypenco (France) S.A.R.L.—has been
formed by Polypenco, Ltd., Welwyn Garden
City, to market their products in France.
The address is 91 Rue de Billancourt,
Boulogne (Seine), and the manager is Mr.
M. Marion. M. Marion.

M. Marion.

Extended Guarantee: The International Harvester Co., Chicago, has extended its warranty on all new vehicles to the first 12,000 miles, or 12 months of ownership, whichever occurs first. Previously, the guarantee had covered only the first 4,000 miles or 90 days.

miles or 90 days.

Leipzig Spring Fair: The U.S.S.R. will be the largest non-German participant at the forthcoming Leipzig Fair. British exhibitors will include Aveling Barford, Ltd., K. and L. Steelfounders and Engineers, Ltd., Massey-Ferguson, Ltd., Rootes, Ltd., and Steels Engineering Products, Ltd.

Twelve A.E.C.'s for Federated: Ten Mercury 14-ton-gross rigids, one Mercury tractive unit and one Mandator tractive unit have been ordered by Federated Road Services, Ltd., Leicester. This latest order means that almost half the 50 vehicles in the Federated fleet will be of A.E.C. manufacture.

Aircraft Tractors for Holland: An initial order for 22 Turbo Taskmaster aircraft-towing tractors for use by the Royal Netherlands Air Force has been placed with David Brown Construction Equipment, Ltd., Meltham, Huddersfield, The tractors have David Brown 42.5-b.h.p. oil engines and

Brockhouse torque convertors.

Sheffield Repeat Orders: Sheffield Joint Omnibus Committee have ordered a further 12 Leyland Atlanteans and four Leopards, valued at over £50,000. This brings the total of these types of vehicle ordered by the Committee and the City's Transport Department to 56 Atlanteans and 32

Cranes to Build Van Semi-trailers

SERIES of new 10- and 12-ton van semi-trailers has been developed by Cranes (Dereham), Ltd. The name Space Van has been adopted, and the semi-trailers-which are scheduled for production in the near future-are to be offered in four different lengths ranging from 21 ft. 6 in. to 27 ft. 6 in.

The new design has a separate chassis frame, in which respect it contrasts with several recently introduced integral designs. One particular advantage of the separate frame, however, is that in the event of an accident a badly damaged body can be removed easily and a new body fitted within a few hours.

A chassis assembly similar to that used in other Crane trailers has been adopted. The frame has pressed-channel side members, and the cross-members are boited in position. Either automatic or S.A.E./S.M.M.T. fifth-wheel coupling gears may be fitted, and when the latter type of coupling is used vertical landing gear with either wheels or feet is fitted.

The body underframe comprises 4-in.deep light-alloy cross-bearers, supported by outrigger brackets, to which the alllight-alloy body assembly is bolted. A choice of floorings is offered, including aluminium-alloy planking, 14-in.-thick hardwood, or 14-in. hardwood covered with aluminium alloy chequer plate. The aluminium panels are left unpainted, but steel components, such as the mudguards, are finished in primer.

Up to 1,446-cu.-ft. Capacity

The body has an interior width of 7 ft. 2 in. and an interior height of 7 ft. 6 in., and the cubic capacity ranges from 1,124 to 1,446 cu. ft. according to length. Because the rear portion is heavily reinforced the doorway width is 7 ft. 11 in.

On 10-ton models Girling 51 x 41 twoleading-shoe brakes are fitted, whilst 12-tonners have 5½ x 6 brakes of the same make. Standard trailers have vacuum brakes, but air-pressure equipment can be supplied. As an alternative to the standard Crane-patented progressivebumper type suspension, in which the spring ends work in specially designed shoes, Crane Airtrail air-suspension is offered.

Standard tyres are 8.25-20-in, Michelin X" or 14-ply on 10-tonners, and 9.00-20-in. Michelin "X" or equivalent on 12-ton models. In each case 6.00-20-in. 8-stud wheels are employed.

LORD BRABAZON HONOURED

ORD BRABAZON OF TARA, during a recent visit to the Mercedes factory at Stuttgart, was presented with a bronze model of the 300 SLR which has had a most successful racing career. This is the first time such a presentation has been made at Stuttgart to any guest other than a reigning monarch or Head of State.

Lord Brabazon, who is 76, went to Germany, for the first time, as chairman of Mercedes-Benz in Britain. While at Stuttgart he took the wheel of a sports model on the test track.

BRAKE FACTORY VISIT

THE Manchester and District Centre of the Institute of Road Transport Engineers are to visit the works of British Belting and Asbestos, Ltd., Cleckheaton. Yorks, on April 13.



The new Cranes Space Van has a separate chassis frame.

Contract A to B Switch Granted

BECAUSE Adam Lythgoe, Ltd., had been unable to supply sufficient work to justify a contract A vehicle being kept at their disposal, Mr. W. Cross, Sutton Avenue, Preston, applied for a contract A licence to be transferred to B licence at Lytham last week. In addition to working for Lythgoes he wanted the unit to carry goods for a corn merchant.

Mr. Cross produced earning figures which showed that during the past financial year the contract returns had dropped to £1,500, compared with £2,300 for the previous year. They had an arrangement with Lythgoes that a minimum of £75 a month should be paid when a vehicle was solely at their disposal, even if it was not working.

Mr. A. Spragg, transport manager of Adam Lythgoe, said they had had a contract with the applicant for six years. Originally this had been for two vehicles, but recently had been reduced to one. They had been unable to employ this unit full time and were quite willing for

it to go on B licence. Mr. G. P. Crowe, for the British Transport Commission, submitted that it was obvious that the contract vehicle was not fully employed and this situation should not enable an operator to make an entry into haulage. No case had been made out for the B licence, although the matter seemed to rest on this point of principle.

Mr. L. Shelton, taking the place of the North Western Licensing Authority, said it was obvious that the Lythgoe contract was unsatisfactory, but one had to remember that 1960 had been a bad year from an agricultural point of view. He granted a B licence.

Municipal Opportunities

Fleetwood Corporation are recommended to approve in principle the purchase of an additional Dennis side-loading vehicle at an estimated cost

Southampton Corporation are recommended to accept the tender of W. R. Selwood, Ltd., of Chandler's Ford, Hants, amounting to £5.195 for the supply of a mobile crane.

St. Marylebone Council Cleansing Committee require two Paladin container vehicles at a cost of £8,400, two side-loading tipping vehicles at a cost of £2,720 and a gully/cesspool emptier with street-washing attachments at a cost of £3,120.

Coventry City Council Education Committee have accepted the tender of Parkside Garage, Ltd.. amounting to £1,309, for the provision of a Morris van for use as an additional ambulance at Baginton Fields School and authority has been given for additional expenditure of £190 for special adaptations to the van to be carried out by the school carpenter.

Calerham and Warlingham Highways Committee have accepted the tender of Aveling-Barford, Ltd., of Grantham, for the supply and delivery of a new 3%-to-diesel road roller for a net sum of £1.560. The Housing Committee are to purchase from the Caterham Motor Co., Ltd., a new Commer 30-cwt, lorry, required for housing maintenance work, for a sum of £849.

Acerington Corporation Transport Committee have recommended the acceptance of the tender of Leyland Motors, Ltd., for the supply of two double-deck motor bus chassis at a price of £2.57 13s. each, and for two single-deck motor bus chassis at a price of £2.50 14s. each, the manager has been authorized to invite tenders for the supply of the four motor bus bodies for the above chassis.

flolton Corporation Cleansing Committee are seeking tenders for the supply of a new gully

Dagesham Education Committee have approved the purchase through the Essex County transport department of a Land-Rover at a cost of approximately £740.

mately £740, Chatham Housing Committee recommend the acceptance of the quotation of the Chatham Motor Co., Ltd., for the supply of a Bedford pick-up at a cost not exceeding £578.

Glasgow Corporation report that provision is to be made in the estimates for the year 1961-62, of a sum of £37,600 for the proposed purchase of five major pump appliances, and a dual-purpose appliance complete with 50-ft, wheeled escape.

ance complete with 30-1t, wheeled escape,

Southport Corporation are to borrow £5,489 for
the purchase of a Dennis forward-control dual
purpose fire appliance with a Merryweather wheeled
fire escape. The Health Committee have recommended the purchase of a Bedford Utilabrake for
use by the Mental Health Service.

Manafield Corporation have entered into a con-tract with G. E. Neville and Son, Ltd., for the supply and delivery of a Bedford van. The High-ways Committee are seeking quotations for the supply of a new sweeper collector and ask for a demonstration of such a machine.

demonstration of such a machine.

Liverpool Corporation Passenger Transport Committee recommend acceptance of the tender of Metropolitan-Cammell-Weymann, Ltd., amounting to £60,730 for the completion of 30 motorbus bodies. The Highways and Planning Committee are recommended to accept the quotations of Garlick, Burrell and Edwards, Ltd., of Liverpool, for the supply of four Bedford Id-cwt. vans at a cost of £1,663; and of J. Blake and Co., Ltd., of Liverpool, for the supply of two long-wheelhase diesel Land-Rovers, together with extra equipment, at a total cost of £1,617.



Hampshire County Council's "Bumpometer" is seen coupled to the Commer Perkins-engined 1-ton van with which it is used when measuring road undulations.

A Grant of 10 Artics Reduced to Six

NUMBER of appeals were dealt on the grounds that the change, which A with by the Transport Tribunal at a special sitting at Edinburgh last week. A grant to Russell of Bathgate, Ltd., adding 10 articulated vehicles to their fleet was modified by the Tribunal, who reduced the number to six.

Russell of Bathgate had based their application for the additional vehicles on being informed by the United Fire Brick Co. that they would wish them to be responsible for carrying to South Wales and parts of England, one half of the bricks produced at the company's new plant at Armadale, West Lothian.

"The whole case as we see it," said the Tribunal chairman, Sir Hubert Hull, "touches upon what further provision of transport facilities by road is made necessary by the completion of the company's new plant.

"The real point is how much of the estimated new production had been achieved as permanent at the time of the public inquiry," said Sir Hubert.

In reducing the grant to six vehicles, he said they took into account that each trip to South Wales took one week and that each vehicle carried a 15-ton load.

CHANGE ALLOWED

THE Tribunal dismissed an appeal by the British Transport Commission against a decision made in August last year in favour of Charles Alexander and Partners (Transport), Ltd., Elgin, and Aberdeen.

Sir Hubert Hull said that the appeal had been made in respect of a change in the composition of the fleets of vehicles operated by the company in Elgin and Aberdeen.

The Licensing Authority, said Sir Hubert, had granted permission to the company to take off from their Elgin licence five flat vehicles and put on the licence five articulated units of a substantially greater unladen weight. At the same time, the Authority had put on the Aberdeen licence five flat vehicles which had been on the Elgin licence.

The Commission's objection was based

they claimed substantially altered the composition of the carrying capacity of the Elgin fleet, was made in favour of the licensee and it ought not to have been made without adequate proof of additional need for the Elgin services.

"In our view," said Sir Hubert, "that case has not been made out." The Licensing Authority, he added, was "quite justified in his action."

"THIN CASE" PARTIALLY UPHELD

IN a case which Sir Hubert Hull, des-cribed as "thin," the Tribunal partially upheld an appeal brought by the British Transport Commission against William Swan (Contractors), Ltd., of Leith.

The Deputy Licensing Authority for the Scottish traffic area had granted an application to operate six vehicles at a 25-mile radius and six vehicles at 50-mile radius. The appeal, said Mr. Norman Wylie, on behalf of the Commission, asked that the vehicles be restricted to a 25-mile radius.

The Tribunal decided that 10 of the vehicles be permitted to operate within a 25-mile radius and that the remaining two be allowed to operate on the 50-mile radius, but that these last two vehicles be other than tippers.

A MERCIFUL VIEW

THE Tribunal took a "merciful view" in dismissing an appeal against Taylors Transport (Buckie), Ltd., Buckie. The appeal was brought by the British Transport Commission against a grant of one 61-tonner to Taylors, the normal user of which restricted the vehicle to operate in Scotland, the North of England and the London area.

The Commission contended that the respondent had exceeded the terms of his normal user by undertaking work in England outside the terms of the normal

In a brief judgment, Sir Hubert Hull said that a substantial point was that the respondent had greatly increased his revenue over the period since 1958 by carrying in England.

"Bumpometer" for Hampshire

THE first local authority in Britain to receive an American-designed bump integrator, Hampshire County Council, is using this machine in conjunction with a Commer 4-ton van as a travel-ling road-testing laboratory. The bump integrator was delivered through the Road Research Laboratories, and is known to members of the department as the "Bumpometer."

Towed behind the Commer, the machine measures undulations in road surfaces. Stringent requirements were laid down with regard to the towing vehicle, including the need for an engine of at least 1.5 litres capacity, rear doors which allow the machine to be kept in view the whole time, and adequate body space for the stowage of recording instruments and other equipment.

The Commer is powered by a Perkins Four 99 1.6-litre 43-b.h.p. oil engine. and this has been found entirely adequate to maintain the mean speeds necessary to give accurate readings.

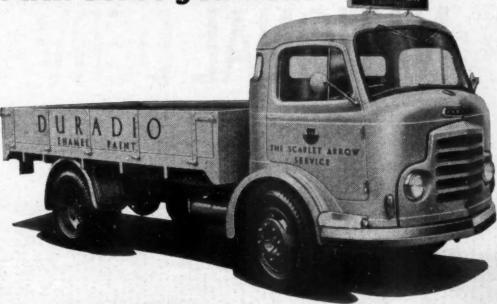
New Transport Companies

Main Road Haulage (Chiswiek), Ldd. Cap. £100. Subs.: J. Herbert and T. A. Herbert. 156 Strand. London, W.C.2. Sec.: T. A. Herbert. Hall and Nessbert, Ldd. Cap. £100. Dirs.: R. R. Nessbert. 213 Fishpauard Road. Llanishen. Cardiff. and R. T. H. Hall. 48 Three Arches Avenue. Llanishen. Reg. office: 73 College Road. Whitchurch, Cardiff. Moor View Farm, Coal Aston. Moor View Haulage, Ltd. Cap. £400. Dirs.: G. Whitaker, Moor View Farm, Coal Aston. Dronfield. Derbys, Mrs. M. B. Whitaker and Mrs. D. Credland. Sec.: M. B. Whitaker and Mrs. D. Credland. Sec.: M. B. Whitaker and Mrs. Rose and Waldron, Ltd. Cap. £1,000. Dirs.: A. Rose and Mrs. E. J. Rose. 139 Junction Road. Handsworth. Birmingham, F. J. Waldron and Mrs. P. C. Waldron and Mrs. J. B. Waldron, 7 Carmadale Avenue, Perry Barr, Birmingham. Sec.: A. Rose. Reg. office: 139 Junction Road, Handsworth. T. Brierley, snr., and T. Brierley, inr., 55 Danesway. Pendlebury, Lancs.

ROSE. RES. STATES AND STATES AND

and M. McKenna, 8 Eaton Gardens, Liverpool.
Sec.: M. T. O'Connor. Res. office: 67 Lord Street,
Liverpool.
Mersey Trunks, Ltd. Cap. £100. Other details
are similar to M. and K. Fransport, Ltd.
Trevulum Transport, Ltd. Cap. £2,509. Dirs.:
J. W. Ratcliffe, 189 Wigan Road, Ashton-inMakerfield, and N. H. Batten, 36 St. Ambrosc
Croft, Bootle, 10. Sec.: J. W. Ratcliffe, Res.
office: Low Bank Road Garage, Low Bank Road
Ashton-in-Makerfield.
George Averill, Ltd. Cap. £10,000. Dirs.:
W. G. A. Barrow, 8 Foxcote Drive, Shirley,
Solihull, and Miss C. J. Ruddock, 158 Elmdon
Lane, Marston Green, Warwicks, Sec.: C. J.
Ruddock, Reg. office: 154 Common Lane, Sheldon,
Birmingham, 26.
J. C. Brain, Ltd. Cap. £500. Dirs.: J. C. Brain
and C. E. Brain, 96 Queenborough Gardens, Ilford.
Sec.: R. Brain, Reg. office: Boyers Sandpit,
Rainham Road South, Dagenham.
J. C. Richardson (Transport), Ltd.
Cap. £1,000
Dirs.: J. C. Richardson and H. M. Richardson, 21
Corporation Street, Morley, Sec.: H. M. Richardson, Reg. office: 21 Corporation Street, Morley,
Hoff's Hausinge, Ltd. Cap. £1,000. Subs.: G.
Hoff, 10 Nevern Road, London, S.W.Jo.
Liverpool Hausinge, Ltd. Cap. £1,000. Dirs.: M.
McKenna, Ltd., 21 Parliament Street, Liverpool
and M. McKenna, & Eaton Gardens, Liverpool
Sec.: M. T. O'Connor, Reg. office: 67 Lord Street
Liverpool.
Heruffust, Ltd. Cap. £100. Subs.: J. Herbert and
T. A. Herbert. 156 Strand, London, W.C.2. Sec.:
T. A. Herbert.

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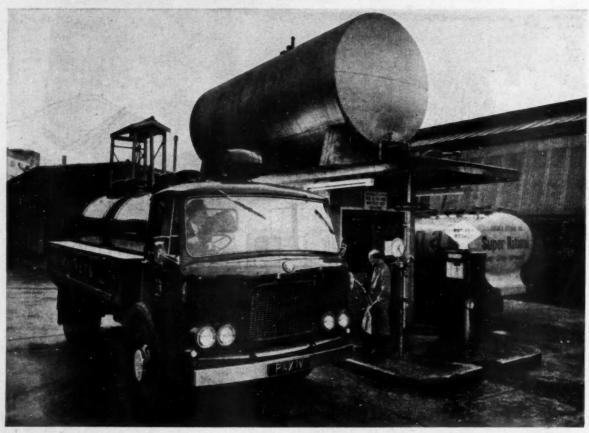
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NATIONAL DERV



NATIONAL BENZOLE COMPANY LIMITED, MERCURY HOUSE, 195 ENIGHTSBRIDGE, LONDON, S.W.7

Alfred Bell Granted Two Metropolitan Vehicles

ALFRED BELL, LTD., the Newcastle upon Tyne hauliers and warehousemen, were granted two out of four additional vehicles sought on their Metropolitan A licence, for London area distribution, when the public inquiry adjourned from December 21, was continued last Friday. Mr. T. H. Campbell Wardlaw, for Bell, said the additional vehicles were needed at their four London depots for retail

deliveries within 100 miles, because of a tremendous increase in their own and customers' business in the past three years.

The transport turnover of the company and its subsidiaries had increased from £162,000 in 1957/58 to £221,500 in 1959/60, and there was a limit to the number of vans of the standard required which could be hired.

Mr. H. F. Marks, managing director, said they had endeavoured to co-ordinate their services with British Railways and British Road Services, to their mutual benefit, and were surprised and hurt that the objections had been sustained.

Much of the carriage was of cartoned foodstuffs, brought into their depots by the B.T.C., other sub-contractors, their own or customers' vehicles, and time was limited for distribution.

It had been their policy to persuade customers to put bulk goods on rail where there was good service, and negotiations were taking place with B.R.S. for trunk services from London to Newcastle, and between London and Bury.

Police Win Appeal

THE Queen's Bench Divisional Court last week allowed, with costs, a police appeal against the dismissal by Hawarden justices of a summons alleging that the Clock Motor Co., Ltd., vehicle dealers. of St. Thomas Street, Liverpool, had used a lorry for a purpose other than that covered by their general trade licence. The case was remitted to the justices with a direction to convict.

Lord Parker, the Lord Chief Justice, said he had very great sympathy with the magistrates. He felt he might well have come to the same conclusion had it not been for an earlier ruling of the Divisional Court-which was binding upon them and to which the magistrates had not been referred.

Mr. Justice Winn said the lorry was out on test to prospective purchasers, Liverpool beer bottlers, H. King and Co., who subsequently bought the vehicle and who. for the test, carried 400 cases of empty beer bottles for 48 miles.

The licence, however, covered the use of vehicles for the purposes of the dealer in connection with his business and for additional purposes of his own-not for the purposes of any other person. In this case there were two purposes.

TROPHY FOR ENDEAVOUR

TROPHY which will be awarded A within the Dunlop organization to the group, at home or abroad, which shows exceptional endeavour in promoting and improving the competitiveness of the company, has been provided by Lord Baillieu, President of Dunlop.

Alfred Bell, Ltd., added four vehicles to their A licence in the Northern traffic area in October. 1960, and a further five in November. They and their subsidiaries now have 61 vehicles, 53 of which are A licensed.

PLASTICS DELIVERY FLEET

NUMBER of Thames Traders, which A have been specially designed and fitted for carrying Perspex and acrylic sheet, have been ordered by G. H. Bloore, Ltd., 66 The Broadway, Mill Hill, London, N.W.2, to enable their plastics goods to be delivered to any part of London and the Home Counties within 24 hours.

The vans have an 11-ft. interior to take the largest size of plastics sheet, rails on either side and roller shutters on the nearside and GH BLOORE LT at the rear. The nearside shutter is for on-and-off loading of the smaller LONDON sheet sizes in busy streets

The Thames Trader specially designed for carrying Perspex.

The Fortunate Haulier

A BLACKPOOL haulier who, after admitting to various discrepancies regarding his normal user was still allowed to continue using his A licence, was told he was a "fortunate man" by Mr. L. Shelton, who took the place of the North Western Licensing Authority at Lytham last week.

Mr. H. Clark, 180 Park Road, Blackpool, said he had acquired his vehicle in 1959 and had then been unaware that any conditions were attached He had changed what had originally been a tipper into a van so that he could do a few furniture removals and carry silencers.

He agreed that during 1960 he had changed the nature of his business altogether but he had not known there were any such things as normal users and thought that with an A licence one was entitled to do anything.

Mr. Shelton said Mr. Clark had obviously acted out of ignorance, but he had been very careless and irresponsible. But he granted the application for renewal.

British Railways' Coal Problem

ALTHOUGH British Railways carried two million tons of coal more last year than in 1959, they were still unable to meet their commitments. In South Yorkshire surplus was passed on to B.R.S., who hired local hauliers to do the work. Since October, some five to ten thousand tons a week had been diverted from rail to road.

Mr. F. Buckley, a British Railways traffic representative, told the Yorkshire Deputy Licensing Authority, Mr. J. H. E. Randolph, this at Leeds last week, when an application by Peter Slater, Ltd., to put 39 contract vehicles on B licence was continued. The hearing started in May, 1960, and was continued in October. Seventeen of the vehicles are now on contract A licence and 22 on short-term B licence.

At the opening of the proceedings, Mr. D. Parnham withdrew more than 30 objections by independent hauliers in the East Midlands and South Yorkshire. pointing out that the short-term licences had been in operation 18 months and most of the objectors' vehicles were now

reasonably employed without more work. Mr. J. Booth, for British Railways, the sole remaining objectors, said the

applicants had produced no figures of individual earnings by the contract vehicles nor had the original contract been produced.

Stocking of coal was now decreasing and there was no evidence that would justify putting these vehicles on a B licence with the wide conditions sought. enabling them to perform similar work to tippers on A licence.

MORE BUSES MADE IN GERMANY

IN West Germany last year 6.6 per cent. more motor buses and trolleybuses were produced than in 1959.



by M. Hodd Two eigni-wheel Seddon tankers discharging liquid rubber at the Vitafoam factory at Middleton. The rubber is pumped to 60 ft. high storage tanks.

As a result of the employment of the most modern equipment and methods by Vitafoam, Ltd., Middleton (near Manchester), synthetic rubber brought from Southampton is hardly touched by hand until it is offloaded as finished products at the buyers' premises.

Vitafoam, I was told by transport manager Mr. B. Mathieson, have two main transport problems peculiar to their product: collection of the synthetic and raw natural

rubber, and the delivery of the very bulky and light end-product. Their works comprise four mills, Don, Glen, and Sudan I and II. These produce different types and densities in articles, for example carpet underlay from Sudan II, and upholstery, cushions and similar articles from the Don Mill.

Natural and synthetic rubber, from Liverpool and Southampton respectively, have to be brought to the factory at Middleton. Three Seddon tankers, two of 4,000-gal. capacity and one of 3,000-gal. capacity, effectively cope with these duties. They have David Brown wide-ratio gearboxes to give a more economical run.

Tankers on the Southampton trip are double-manned to give a 14-hour running day. The rubber is pumped in by usual methods both at this plant and at Liverpool, but is discharged at Middleton by an external air compressor at 24 lb. p.s.i, along a 4-in. diameter pipe into storage tanks high in the mill building. The usual "blow up" time is 40 min. The compressors normally fitted to the tankers have been removed to save weight. The 4,000-gal. tankers carry 3,000 gal. to keep within the legal weight restrictions.

Their tanks, which are made of stainless steel and divided into three sections, are coated with a paint that prevents rubber forming a skin on the walls. There is also a smaller 1,200-gal capacity tanker for inter-mill latex transport.

Once the rubber has reached the storage tanks it is mixed, treated, and

Vitafoam's Volume Transport



Four different sizes of B.M.C. vehicles in the loading bay at the Middleton factory.

gravity fed into moulds. The resulting products are transported round the building to storage and finishing floors by truck conveyors, which pass from floor to floor on inclined ramps. They also run to the loading bay, so that a consignment can be placed in a truck at the finished stage of manufacture and run straight down to waiting lorries in the minimum of time.

The Vitafoam dispatch fleet consists of 39 Morris's, three of which are 3-tonners and the rest 5-tonners. Their main base is at Don Mill, the head-quarters of the whole organization. Special bodies were built by Motor Repairs (Rochdale), Ltd., Rochdale. The chassis have been extended by 5 ft.

for three sizes of van superstructure: 1,400 cu. ft. capacity; 1,750 cu. ft. capacity; and a 1,950 cu. ft, "super capacity." This vehicle has an extension over the roof, giving a loading length of 27 ft. 6 in., a 10-ft. increase over the normal. Because of the differing volume for a given weight among the factories' products, each size is suited to a particular use. The smaller vans are used for denser products, such as divans and bedding, and for deliveries, as the contents are then more readily accessible. The largest size, which comprises about two-thirds of the fleet, are used for long-distance bulk transit.

At base the lorries are backed into

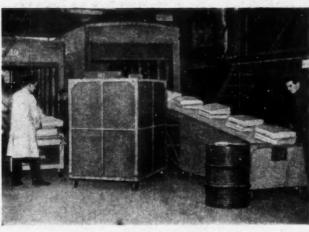
On the road near the factory, a Morris pantechnicon of the 39-strong Vitafoam dispatch fleet.



keep all the vehicles working all the time, and therefore the fleet is large enough to deal only with slack period traffic, said Mr. F. Parker, financial director and company secretary. Extra work is carried by outside contractors, notably W. T. Nobles and Sons, Ltd.,

The bulk of the goods, 60-70 per cent., goes to manufacturers, and the rest to retailers. Vitafoam have two depots, one at High Wycombe and the other at Hounslow, London. Two vans, a 3-tonner and a 30-cwt., are based in London, and another 3-tonner at High Wycombe, all for local

Specially bodied, Extended Chassis B.M.C. Vans Play a Key Part in the Efficient and Economical Movement of Light But Bulky Foam Rubber Products



(Above) Eight of these wheeled boxes, carrying foam cushions from Oldham to Middleton for storage or dispatch, can be carried in this Morris van. (Left) Pantechnicons are loaded by mobile conveyors from the wheeled stock boxes.

the raised bay, and the contents of the conveyor truck containers (which are temporarily disconnected) are fed to their respective vans on an endless belt. This drops each article on to a small platform, which is placed inside the lorry at a convenient height for stacking. Three men are needed to work this system, one to feed the trucks' contents on to the belt, and two inside the lorry, stacking. The average loading time has been cut from over an hour to about half-an-hour since this system was introduced.

There is a special van designed to carry eight of the conveyor truck containers. This moves between the Glen and Don Mills carrying Glen Mill products to the Don Mill in the conveyor trucks and returning with empties. The two mills' products are complementary, and so needed on the same delivery lorry. Otherwise there is no interchange between mills; vans load separately at each one. Carpet underlay, which is the heaviest product, is carried in low-bodied vans.

The policy of the company is to

deliveries. A nightly service runs five days a week to High Wycombe, with a half-way changeover at Castle Bromwich with a van from the depot. There

is a direct service to London.

Under the Vitafoam system each vehicle travels an average of 850 miles a week. Preventive maintenance is given at 2,000-mile intervals at the Don Mill repair depot. Owing to shortage of space any job that will take more than a day to complete is sent to outside garages. Plans have been made to extend garage and loading bays.

Drivers work an 11-hour day, but their routes are varied. On retail delivery they often have as many as 15 stops. Two 450-mile trips is the usual week's work when delivering to manufacturers. Drivers receive a bonus for safe driving, are all members of the B.M.C. club, and are covered by personal insurance.

Perhaps the most remarkable thing about the whole concern is that it has been built up from nothing to its present state in two years.

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New Equipment and Publications

Tailboard Loaders

VERTILIFT and Vertiswing are the names given to two tailboard loaders introduced by the Service Engineering Co. (Northampton), Ltd.

The Vertiswing, which is suitable for fitment to lorries, is available in two sizes, with capacities of 10 cwt. and 1 ton. Power is supplied from a power take-off and hydraulic pump to two hydraulic rams, housed within the framework of the unit. The hardwood platform folds up to form the tailboard when not in use.

There are two versions of the Vertilift, one intended for use with large vans and pantechnicons, the other with smaller vans. With the former, articles can be stacked at different levels and a load of 6 cwt. can be lifted to a height of 8 ft. A vertical action is used and the unit can be operated by a three-way control, from the platform, from inside

the van or from the ground. The unit designed for the smaller vans is available in capacities of 21 cwt. and 5 cwt., suitable for 10-cwt., 15-cwt. and 20-cwt. vans. An electro-hydraulic pump is used to supply the two hydraulic rams which raise the platform. The small self-contained control unit can be placed in any convenient position.



The Vertiswing tailboard loader shown fitted to a B.M.C. 1-ton van.

THE range of portable air compressors made by B.E.N. Patents, Ltd., of High Wycombe, Bucks, is increased by

the introduction of a new unit, the PD

cooled compressor with a displacement of 2.58 cu. ft. at 100 p.s.i. coupled direct

to a 1-h.p. electric motor. Incorporated

in the compressor are a moisture

separator and a pressure gauge, and the

unit is secured to a welded tubular-steel

frame, mounted on rubber-tyred wheels.

the frame and is fitted with carrier brackets for the hose and cable, which are

supplied as standard fitments. At the

back of the handle there is a hook on which the spray gun can hang when not in use. The motor incorporates a

Thermotrip cut-out which protects it against overload or burn-out, and a

"Vari-Pressure" control valve permits an

instant choice of operating pressure for

diameter air hose, with ferruled connec-

tions and tyre chuck, and 15 ft. of 3-core

C.T.S. electric cable, the PD Three costs

The B.E.N. IM spray gun, which is

said to be ideal for use with the

Complete with 15 ft. of 16-in. inside-

any required job.

£39 10s.

The tubular steel handle is welded to

This is a single-cylinder air-

Portable Compressor

Three.

Revised British Standard

REVISED British Standard for the A REVISED British Stationard A oxy-acetylene welding of mild steel— B.S.693: 1960-is applicable to all forms of structures other than pressure vessels and pressure pipelines.

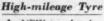
The requirements are set out for the oxy-acetylene welding of general-purpose mild steel, having a tensile strength not exceeding 33 tons per sq. in., and containing not more than 0.25 per cent. carbon, 0.060 per cent. sulphur and 0.060 per cent. phosphorus.

Requirements are laid down for butt welds, fillet welds, cleanliness of fusion faces and workmanship, together with appropriate tests. Appendices give information about distortion control, buttweld bend tests, fillet-weld fracture tests. and flame conditions, and include a suggested method of preparing etched specimens.

Copies of this Standard may be obtained from the British Standards Institution, Sales Branch, 2 Park Street, London, W.1, price 6s.

Canvas Sheeting Repair

A DDITIONS to the range of equipment now available with the Stenor Weldbelt enable tarpaulins, canvas and P.V.C. sheeting to be repaired. A new 15-page illustrated handbook on the use of the equipment has been prepared and is obtainable from Stenor, Ltd., Kew Foot Road, Richmond, Surrey.



NEW tyre has been introduced into A NEW tyre has been interested the Firestone commercial vehicle range-the Firestone Cross-Bar. Intended for both goods and passenger vehicles on normal road use, it is claimed to give



a higher mileage due to the deep pattern and thick, heavy tread base.

The Firestone Cross-Bar is available in 8.25-20 and 9.00-20 sizes, in both 12- and 14-ply ratings, and will shortly be available also in 10.00-20, 12- and 14-ply

Accessory Catalogue

NOW available from Tudor Accessories, Ltd., Beaconsfield Road. Hayes, Middlesex, is a new, 24-page illustrated catalogue of the complete range of the company's car and commercial vehicle accessories.

> A feature of the Stenor Weldbelt vulcanizer is the deep throat which facili-tates repairs in the middle of sheets.



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onger life

PERFORMANCE:

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For further details please write to: "Fuel Saving", MICHELIN TYRE CO. LTD., 81, Fulham Road, London, S.W.3.



(Left) About half of the eight-mile-long test road can be seen in this photograph. It is a four-lane highway, surfaced partly in asphalt, in varying thicknesses. (Below) The apparatus seen here being towed along the testroadisa longitudinal profilometer. It is used to measure the profile and roughness of the wheel paths of the various heavy vehicles continually travelling the road.

A Motorway to Nowhere

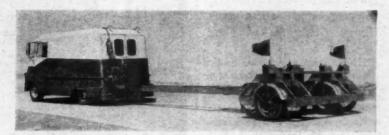
Extensive Data on Which to Base Highway Standards are Expected to be Made Available This Summer as a Result of an American National Research Council Enterprise

FINDINGS are due to be published this summer on an eight-mile-long test strip of four-lane divided highway, installed just outside Ottawa, in the State of Illinois. In terms of leading from A to B, it comes from and leads nowhere, but, since November, 1958, a team of 150 men have been subjecting its surfaces and short-span bridges to a gruelling workout for 19 hours a day, seven days a week.

Non-Government Agency

Sponsored by the American Association of State Highway Officials, the experiment is being directed and administered by a non-governmental agency, the Highway Research Board of the National Academy of Sciences—National Research Council.

The test road consists of six loops, half of each loop being surfaced with concrete and the other half with asphalt, in varying thicknesses. Heavy



trucks continually travel over the loops to determine how their surfaces stand up under constant pressure. Five of the loops are in regular use by the vehicles, the sixth being for special tests and to evaluate the effects of weather on its surfaces. All vehicles in any one lane have identical axle loads. Single-axle rigs use the inside lanes, tandem-axles the outside lanes.

Drivers for the test vehicles are supplied by a United States Army Transportation unit. They usually work a 9½-hour shift, make some 75 trips around the loop, and cover about 230 miles in a day's work.

Some of the road's 836 test sections and 18 bridges were deliberately "under-designed" and are expected to fail. In fact, the research staff claim that a certain amount of damage and failure is essential to the experiment's success.

Instrument vans plugged in to gauges set on, in and under the test surfaces, measure and record stresses and strains, deflections, curvatures and pressures as the different vehicles pass. A specially designed meter regularly measures the profile and relative roughness of the surface in the wheel paths followed by the various test vehicles.

Data Generally Available

No results of the test have so far been made public, as officials feel that reports based on partial data might lead to unwarranted conclusions. However, they estimate that by the time the test ends on July I several hundred million pieces of data will be available on which to base standards for future American highways. Data will also be made available to highway authorities throughout the world.

WAREHOUSING CAN



by G. Duncan Jewell

(Left) One of the J. Williamson (Haulage Contractors), Ltd., Atkinson artics, loading steel tanks at a Tees-side steel works.

> (Right) A Williamson Atkinson eight-wheeler unloading Heinz goods for storage at the Stockton warehouse.

(Below) Loading a Commer vehicle with Heinz products at the Stockton warehouse for distribution in north Yorkshire.

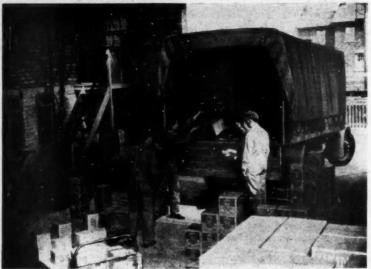
Rapid Expansion of Premises and the Establishment of a Modern Fleet are a Feature of Three North-eastern Companies Engaged on Trunking, Storing and Distributing Large Quantities of Food

Since denationalization, hauliers in large towns have found a growing demand from big industrial concerns, whose goods they bring inwards, for storage and distribution services. Although the provision of such facilities may involve heavy capital outlay, in building or acquiring warehouses and adding vehicles for collection and delivery, many trunk hauliers have found it profitable.

Specialized Services

A north-eastern operator whose business has developed along these lines is Mr. J. J. Williamson, Stockton-on-Tees, who, with his sons, Mr. J. B. Williamson and Mr. K. Williamson, runs the associated companies, J. Williamson (Haulage Contractors), Ltd., Freeman, Volkers and Stewart, Ltd., and J. Williamson (Warehouse), Ltd. Mr. J. B. Williamson is managing director of J. Williamson (Haulage Contractors), and his brother is managing director of Freeman, Volkers and Stewart.

Their specialized services include trunking into Stockton from the factories of H. J. Heinz and Co., Ltd.,



and Bovril, Ltd., and storage and distribution in the north-east of England.

J. Williamson (Haulage Contractors) are responsible for trunk hauls into Stockton from Heinz factories at Harlesden, London, and Kitt Green and Standish, Lancs, whilst J. Williamson (Warehouse), store and distribute throughout South Durham and North Yorkshire.

Distribution for Heinz started soon after the war, and Williamson's base at Phoenix Sidings, Bishopton Road. Stockton, became a sub-depot in 1955, when they erected a new warehouse and allocated Heinz 12,000 sq. ft. of floor space.

Built 15 ft. to the eaves, the factory

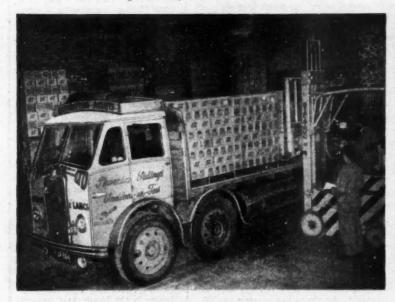
was not completely finished when it became out of date, because the Heinz company adopted mechanical handling and required three-tier palleting in the store. In order to meet these requirements, a further 10,000 sq. ft. was added and the building was raised 20 ft. to the eaves, this extension being completed by 1958.

Distribution Increased

Distribution has increased tenfold since 1945, and stocks of up to 2,000 tons are held. A resident Heinz staff check traffic in and out, dealing with more than 120 food lines, but Williamson's are solely responsible for distribution.

BOOST HAULAGE

Facilities for the Storage and Distribution of Customers' Goods, Although Likely to Involve Initial Heavy Capital Outlay, Can Prove Profitable for the Trunk Haulier



Because of fears of possible renationalization, the warehousing company was incorporated in 1958 with Mr. J. J. Williamson as managing director, the object being to keep this side of the business separate from long-distance haulage. More than £6,000 was spent on equipping the new warehouse with pallets and forklift trucks.

The fleet of 12 distribution vehicles has been standardized on Commer TS3 oilers, each with a covered carrying capacity of 600-700 cu. ft. They operate under B or contract-A licences.

Berwick to Devon

The warehouse is also used as a store for Bovril, for whom the distribution is undertaken along the northeast coast from Berwick down to Hull. Trunk vehicles bring in tinned meat and other imports from Liverpool docks, meat and vegetable extracts from London, and sub-contractors fetch creamed rice from Devon.

Extensions which have now been completed include an office block and an additional 60-ft. warehouse bay.

The fleet of J. Williamson (Haulage Contractors) consists of 12 vehicles, all on A licence. The Lancashire trunk service is operated by six vehicles with a depot at Proctor Street, Bury, where half the vehicles are based. Two vehicles work the London service nightly. Outward traffic consists mainly of steel, with a small proportion of chemicals.

Freeman, Volkers and Stewart fit into the Group's activities by covering Tees-side generally and trunking to the Midlands. Three or four vehicles are dispatched to Birmingham nightly. This company operate 14 vehicles. Eleven are under A licence, two B and one contract-A.

During the past few years the Williamsons have tried various makes of long-distance vehicles with a view to eventual standardization, and have found Atkinson eight-wheelers and articulated outfits the most suitable for their needs.

The first Atkinson was purchased in 1954, and the two long-distance companies now have 11 Atkinson vehicles, totalling more than half of their carrying capacity. The eight-wheeled vehicles average 12-13 m.p.g. The companies are responsible for their own maintenance, and there is a four-year policy for vehicle replacement.

Mr. J. J. Williamson started in haulage in 1925 with a Peerless carrying road and building materials. By 1947, he was operating more than 50 vehicles, half of which were articulated, with Scammell and Tasker semi-trailers. During this period, Mr. Williamson had almost a monopoly of the slag and tarmacadam trade in the area, and was hiring up to 40 vehicles a day.

Foreseeing nationalization, he bought the five-vehicle business of Freeman, Volkers and Stewart, then mainly engaged upon local work, just before his own business was taken over. By this means he was able to keep something in existence for his sons, who were in the Forces.

This venture was aided by his customers, who accepted a further five vehicles under C-hiring allowances, and provided a nucleus to restart, in 1954, by supporting their transfer to A licence.

Steady Growth

Since then the business has grown steadily. The boom in steel and the general prosperity on Tees-side have resulted in an abundance of traffic and a demand for more transport.

Although there is plenty of outward traffic for all Tees-side hauliers, Mr. Williamson is not happy about the situation. He thinks that there is insufficient co-operation among operators to further their own interests. In one instance, after a number of independent hauliers had opposed each other at an inquiry into applications to carry steel, traffic which would have been available to all was lost. The steel company concerned gave the work to an outsider under contract-A licence.

Low Rate for Steel

Another source of difficulty is the low rate for steel, aggravated by hauliers who will carry it as return loads at almost any price. The group are to some extent protected from the worst effects, as their main traffic is inward. The company specialize in storage and distribution of food, and the provision of all services required is a major policy.

The ability to offer a customer reliable long-distance transport and warehousing at the destination, followed by wholesale and retail distribution, allows manufacturers to clear stocks and saves valuable capital which might otherwise have to be spent in providing storage. The haulier who provides this type of service is assured of regular employment.

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Significant Licensing Cases

Mr. Hanlon Criticizing System, Not the Tribunal

THE Northern Licensing Authority, Mr. J. A. T. Hanlon, recently made it clear that his remarks concerning certain Appeal Cases were not criticisms of Transport Tribunal decisions, but were directed against the system which allows appeals against revocation or suspension imposed by Licensing Authorities, on an ex-parte basis. He believes that, in the interests of the haulage industry, the Licensing Authority should be represented in all such appeals heard before the Tribunal, so that they can have a proper picture of the reasons for revocation or suspension decisions.

Counsel for appellants in such cases have a free hand at present and, as has been said many times by the Tribunal themselves, documents are not the best type of evidence in reply to the argu-

ments of a skilful lawyer.

At Newcastle upon Tyne, last month, Mr. Hanlon also referred to the Tribunal's criticisms concerning contract-A licences during the Ellis Appeal, when they said there had been a surprising failure on the part of all concerned to consider the terms of contracts, and the Licensing Authority had furnished them with particulars relating only to one

Mr. Hanlon said it was always his practice to refer to all contract licences before hearing an application, to see that the conditions had been carried out. The Tribunal's criticism of the Licensing Authority and counsel in the Ellis case was due to a misunderstanding. When a request was received from their registrar for the Ellis contract licence. a clerk took the original contract for one vehicle off the file and forwarded it to the Tribunal-the whole file, relating to six vehicles, should have been sent.

On all future occasions such files would be included as part of the pro-

ceedings.

Normal User Problem

WHAT sort of time limit is to be allowed before it is necessary to apply for a change of normal user when the type of goods carried alters? This question was posed to the North Western Deputy Licensing Authority. Mr. A. H. Jolliffe, last month.

C. Medlicott, Ltd., Newton-le-Willows, sought a new A licence for three vehicles with a normal user: "Mainly glassware, paper and paper products, cotton, timber, machinery, steel; all principal ports, Lancashire, Yorkshire, London area, Midlands, Scotland." The applicant company, A. V. Barton and Sons, and Scott's of Oldham, were all controlled by the same directors, and a previous application by Barton to take over the vehicles with a changed normal user had been refused. As a result the vehicles were off the road from August, 1960, until a short-term licence was granted in December.

The case for Medlicott was that up to October, 1958, the three vehicles were mainly carrying sugar in bags for Tate and Lyle, who then intimated that they wished to change to bulk delivery by tanker. After the traffic was lost the vehicles were used to assist in the general work of the three firms, which they had previously been doing to a small extent. They did not wait until the licence was due for renewal before seeking a change, but applied some 12 months later, which they considered reasonable as the sugar in bulk was only experimental and could have returned to the old method.

The vehicles were now carrying 50 per cent. for Bowaters and 15 per cent. for the United Glass Co., neither of whom ever sent witnesses to court. Articles read in The Commercial Motor had decided them to make a new application before the

renewal date.

The B.T.C., objecting, argued that there had been a change of normal user and 12 months was not a reasonable period before applying. There was no support from the main customers and the application should be refused.

Scott's were also seeking to add five vehicles and a trailer to their A licence, and, although supported by four witnesses, their principal customers-Bowaters and United Glass-did not attend. It was said the application was interlocked with Medlicott's as there was a measure of inter-availability of the vehicles of all three fleets, and Barton's had taken over the work of the three vehicles involved in Medlicott's applica-

Mr. Jolliffe reserved decision in both applications and has a considerable problem in deciding what is a reasonable period before making an application for a new licence after a change of normal user. Probably the only safe criterion is the circumstances attached to a particular case. The second problem-what regard should be paid to the needs of customers who refused to send witnesses to courtis a vexed question, as there is a tendency to allow the larger industrial firms to get away with it. The general feeling is that the principle should be followed that if the need is sufficiently urgent witnesses will attend.

Application and Objection Forms

THE proper filling in of the official forms, when making licensing applications or objecting, is a responsibility which rests squarely on the hauliers (Continued on page 53)

SMOKE SIGNALS

THE big news has, of course, been the Transport Tribunal's decisions in favour of C-licence-to-A and Contract-to-A switches, via the Merchandise Transport and Arnold Transport appeals. As a result, the Road Haulage Association is sponsoring appeals to the High Court to have the decision set aside.

They decided to do this after taking counsel's opinion, and have instructed Mr. T. D. Coope, the well-known Bristol solicitor, to carry out the preliminary moves. The biggest snag, of course, is the absence as yet of the Tribunal's written reasons for their decisions.

Until the full written decision is made known, the R.H.A. is in considerable difficulty to prepare the appeal cases. They have, it is rumoured, been doing their best to prod the Tribunal into issuing the written decision as soon as they can.

WARNINGS issued by the Minister of Transport and a number of the Licensing Authorities, including Mr. S. W. Nelson in the Western Area, and Mr. J. A. T. Hanlon in the North, that contractors and commercial firms could be prosecuted as aiders and abettors in cases of overloading, misuse of licences and employing unlicensed vehicles, seem to have borne fruit.

A number of the big steel companies and other industrial firms, particularly in the North East, now insist on hauliers' vehicles being put over a weighbridge after loading.

The extension of this practice would be an excellent thing from the point of view of the law-abiding haulier, for it would check the practice of offering cut rates for return loads-and in some cases outward traffic-and making up the difference by over-loading.

H AULIERS appearing before the Transport Tribunal should make sure that their representatives are furnished with their licence certificates. Sir Hubert Hull has again said that he regards them as of the first importance, but operators appear only to worry about discs.

Nothing creates a worse impression than a haulier applicant who is no familiar with the details and conditions of his licence.

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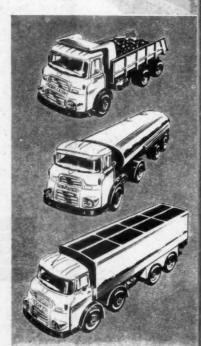
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FIFESTONE CROSS-BAR (Super Mileage Transport)

concerned. In particular signatures should not be appended to documents before they have been filled in, or without reading and checking them.

The practice of delegating such matters to a solicitor or association without bothering to check whether the contents of documents are accurate or otherwise, as well as carelessness in completion when done personally by the haulier concerned, is becoming increasingly frowned upon both by the Transport Tribunal and the Licensing Authorities.

At a recent public inquiry in the North Western Traffic Area, the objection forms of three Road Haulage Association members failed to state the facilities they were providing in the area. The applicant's solicitor sought their exclusion from the case on the grounds that the law had not been complied with, but the Western Deputy Licensing Authority, Mr. A. H. Jolliffe, ruled that the incorrect filling in of objection forms was insufficient to invalidate the objections unless the applicant could prove that the omission had affected the preparation of his case.

Mr. Jolliffe added that such errors were far too common, and were particularly objectionable when the forms had been filled in by the Association on behalf on their members.

Again, at Shrewsbury in January, an applicant to the West Midland Licensing Authority complained that objection forms were not signed, proper particulars of licences held and facilities offered were not shown, and the "copy" sent to the Licensing Authority differed from that forwarded to the applicant.

During the same month, the President of the Transport Tribunal, Sir Hubert Hull, made very strong comments concerning the number of defective application forms which appeared in the files of cases heard before the Tribunal. He expressed the view that Licensing Authorities should refuse applications out of hand where documents were defective.

The same principle obviously applies to objections, and, unless hauliers take more care in these matters, they may find important applications delayed or objections ruled out.

Objectors Themselves Often Slipshod

QUITE apart from the question of form-filling, objectors are often slipshod in their approach to the question of opposing the grant of applications which are likely to injure their interests if granted.

Many seem to think that the mere publication of their name in "Applications and Decisions" is a gesture sufficient to influence the Licensing Authority. A typical example of this muddled form of thinking occurred at Shrewsbury in January when Express Motor Carriers (Oswestry), Ltd., who operate a fleet of nine licensed vehicles, were listed as objectors to a B-licence application. The company's managing director, in evi-

dence, told the West Midland Deputy Licensing Authority, Mr. L. Hall, that he was unaware that it was necessary for an objector to produce figures to show vehicle availability, and the degree of employment of his fleet in order to discharge the onus laid upon him by the 1953 Act to show there was an excess of facilities or would be if the application were granted.

Once an applicant has proved a prima facie case, the failure of objectors to prove there are facilities available to do the work has led to many applications being granted which might well have been refused if the objectors had properly prepared their evidence.

Passenger: The Cadman Case

ONE direct result of the Cadman Case, in which a small bus operator was practically put out of business by the refusal of the National Coal Board to support the renewal of his stage carriage licences, is that the Yorkshire Traffic-Commissioners now insist that there is a proper agreement between the parties before granting licences for miners' services.

In the past operators often had to be content with a letter from the N.C.B., or even a verbal agreement. This was the position of Mr. Cadman, and after a dispute over mileages operated and alleged failure to keep to schedule, the N.C.B. supported another operator's application for the licence, and the Yorkshire Traffic Commissioners were forced to make a grant on grounds of need, leaving Cadman with no redress.

Whatever the rights or wrongs of the dispute, nationalized concerns should apply proper business methods, both from the point of view of the taxpayer and from that of the small bus operator, who sinks most of his capital into public service vehicles to provide workers' services. It is likely that other Traffic Commissioners will follow suit in demanding proper contracts.

News From World Markets

A NEW company. Hoesch Argentina S.A. Commercial y Industrial, has been formed in the Argentine for the production of vehicle springs and other accessories. Manufacture of leaf springs already under way during the construction of a plant with a total monthly capacity of 1,000 tons of products. The company is a subsidiary of the German ferrous metals products concern Hoesch AG.

SHOULD targets have been reached, a total of 15,800 goods vehicles will have been produced last year in Czechoslovakia, compared with 15,000 units the previous year and 14,000 units in 1958. Latest figures for Czech bus production show an output of 1,500 units over 1959.

THE German vehicle - producing Borgward Group, made up of the three manufacturing companies Carl F. W. Borgward G.m.b.H., Goliath Werk G.m.b.H., and Lloyd Motoren Werke G.m.b.H., last year produced a total of 101,949 vehicles, including goods vehicles, compared with a 1959 figure of 104,410 units, Some 36.7 per cent. of the £644,300,000 turnover came from exports.

POLAND plans to produce 20,500 goods vehicles during the current year, it is stated from Warsaw.

PLANNED for export in large quantities to the Soviet Union, a new goods vehicle, Tatra 138, has been introduced to the production programme of the State-owned Tatra works, of Koprivnice, Czechoslovakia. The vehicle, an improved form of the existing Tatra 111 and with a lower unladen weight, will by 1965 have become the main unit to be produced by the Tatra plant. With an air-cooled diesel engine, the new model has a payload of 12 metric tons and a cruising speed of 47 m.p.h.

THE Norwegian Government estimates that over 3,000 goods vehicles, 600 special-purpose vehicles and 400 buses will be imported by Norway in the current year.

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PRODUCTION of commercial vehicles in America totalled 920,229 units during 1960, compared with 817,438 in 1959—an increase of 13 per cent.

Most of the increase was due to larger General Motors' outputs; Chevrolet production being 394,044 vehicles—almost 70,000 more than in the previous year. Total G.M.C. output reached 498,371 units, against 403,631 vehicles produced during 1959.

Ford production rose by only 7,891 compared with the previous year, reaching 339,239 units, while Chrysler Corporation produced 70,305 commercial vehicles—1,375 fewer than during 1959.

THE Common Market Commission has asked the Italian Government to state how they regard their import discriminations against foreign-made road motor vehicles as fulfilling the terms of the Common Market Treaty.

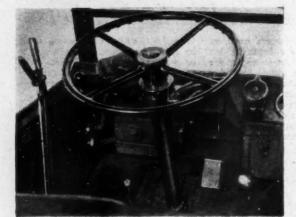
It is believed that the Italian authorities will fail to prove to the Commission that the present heavy tax on the sale of foreign vehicles is in harmony with the six-country agreement, and it is likely that the Italian Government will alter its present regulations before having to do so by request from the Commission.



(Right) The front "wheel-barrow" of the Routemaster barrow" of the Routemaster should help to simplify complete overhauls at London Transport's Aldenham works.

(Above) Increasing numbers of Routemaster double-deckers are entering service with London Transport to replace obsolescent trolleybuses.





(Above) Two-pedal control, power-assisted steering and a heater make life more pleasant for the driver of a Routemaster.

Additional Mechanical Complication Need Not Necessarily Lead to More Involved Maintenance Procedures: London Transport Hope to Reduce Maintenance Costs With Routemasters

DUBLIC service vehicles are tending to get more complicated. It is only necessary to consider the recent introductions of semi- and fully-automatic transmissions, independent front suspensions, air springs, power-assisted steering gears and even A.C. generating systems to appreciate this point.

Whilst this might be all very well from the angle of the passengers, drivers and operating staff, how does the maintenance man fare with all these latest mechanical developments?

Some of the most up-to-date—and, on the face of it,



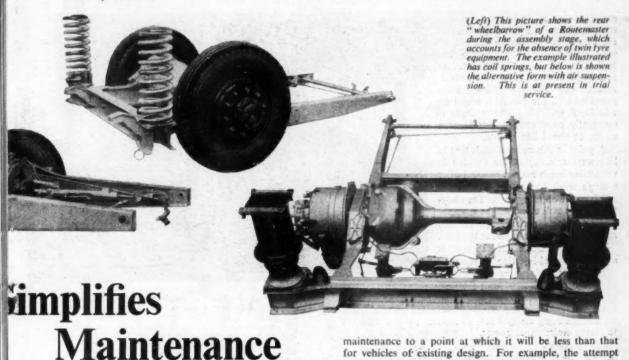
Time is saved by the grouping of the dipstick and oil-and water-fillers at the front of the vehicle.



It is hoped that the use of A.C. generating equipment will reduce battery checks.



It is not anticipated that use of an ar will introduce any main



by John F. Moon, A.M.I.R.T.E.

complex-double-deck buses at present being placed in service in Great Britain are the London Transport Routemasters, but the engineers in charge of the maintenance of these vehicles are in no way deterred by any of the new features of the design.

They are confident that Routemasters will be no more difficult to service and maintain than the RTs and trolleybuses which they will replace, whilst there is no doubt that the RMs offer considerable advantages and economies over other L.T.E. vehicles.

It is not anticipated that the current RMs will cost more to maintain than the RTs and, indeed, current development is expected to reduce the cost of routine

maintenance to a point at which it will be less than that for vehicles of existing design. For example, the attempt is being made virtually to eliminate chassis lubrication by the use of DU p.t.f.e.-lead "dry" bearings. To this end 25 RMs are being equipped with these bearings in the near

Should the use of these bearings prove satisfactory in service the only items requiring regular attention under the current L.T.E. three-weekly inspection programme will be the batteries, although even here the use of alternators on the RM buses brings hope of extending the batteryservicing intervals from three weeks to four.

The L.T.E. three-week inspection programme-which was introduced throughout the fleet some three years agomarked a complete breakaway from conventional maintenance programmes and has resulted in appreciable economic gains.

Nothing Stripped

Each bus receives a complete inspection every three weeks and nothing is stripped off the bus until it is found faulty, thus each check lasts one hour only. This has conferred three advantages: the staff employed has been cut down; the use of material such as paper gaskets and brake linings has been reduced; and the number of "float" vehicles can now be kept to under 5 per cent, compared with about 8 per cent. for most fleets in Great Britain.

There is no doubt that the introduction of this system has principally been made possible by the remarkable reliability of the RT buses at present in service, reliability which it is confidently expected the RMs will be able to maintain. Because of this it has been possible to establish the inspection rota on a time basis rather than a mileage basis, despite the fact that the weekly mileages of L.T.E. buses vary between 600 and 900.

Another important aspect of the current system is that all main units are run to the conclusion of their useful life, rather than being changed at fixed mileages. A small example of this concerns batteries, which at one time were given a useful life of 20 months but which now are kept in service until no longer serviceable, with an immediate drastic reduction in battery-replacement costs,

Thus, despite rising labour costs, the L.T.E.'s overall



tomatic type of transmission enance problems.



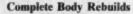
Floor traps provide access to the underfloor running units.

maintenance charges have scarcely risen at all over the past five years and the overall maintenance costs will be still further helped when the last trolleybus has been withdrawn. At present 97 men are required on maintenance per 100 trolleybuses, compared with 92 per 100 RTs, whilst an additional trolleybus labour force is constantly employed on maintenance of the overhead line system.

A point in this connection is that in bad weather many of the carbons in the trolley heads require renewal after a day's work because of their rapid rate of wear on rainy days. The abolition of this task alone will be a worthwhile saving, particularly if last summer's weather is anything to go by.

Another example of saving is applied to fuel-injection equipment. Nowadays, fuel injectors are used for 12 months at a time without a check,

at the end of which period completely reconditioned units are fitted. Fuel-injection pumps are run until unserviceable rather than being changed at fixed intervals, with due regard to smoke emission, of course.



In accordance with normal L.T.E. practice, unit changes are carried out by garages, but every four years buses are sent to the Aldenham works, where complete body rebuilds are carried out. Mechanically, relatively little is done, other than the changing of the steering column and front springs—and the front-axle assembly if necessary—and the complete stripping of the compressed-air system. The engine, hydraulic coupling and gearbox are taken out, but are invariably returned to the chassis without requiring attention.

As soon as a bus arrives at the Aldenham plant the body is removed complete, and in this respect the procedure with the RM will differ from that employed for the RTs, the RM being of integral construction whilst the RT design has a separate chassis.

The front and rear "wheelbarrows" of the RM should be easier to disconnect from the body assembly than is the chassis of the RT, and it is fairly obvious that the separate front and rear sections will be more simple to handle in the workshops (and require less room) than the one-piece RT chassis assembly.

Unknown Unit Life

The unit life of the RM design is as yet unknown, but the mere fact of the lower weight of an RM compared with an RT should in itself effect increased longevity, particularly in so far as the power unit is concerned. Rearaxle life should be better also, as the RM has a spiral-bevel final-drive assembly compared with the underslung-worm unit of the RT.

Another unknown is the life of the steering linkages, but that of the front suspension should be better, whilst basically the rear-suspension assembly also should have a longer trouble-free life than that of the RT once certain teething troubles with the present shock-absorbers are

The powered hydraulic braking system is not expected to cause any trouble, and the RMs, unlike the RTs, do not have automatic brake adjusters. Therefore, although the



Treadmaster cork-rubber composition flooring is used throughout the Routemasters and provides a smooth, non-slip flooring which is durable and easy to keep clean. Body fittings, including seats, trim panels and window assemblies, do not differ greatly from those of the RT.

RM brakes will require setting up every three or four weeks, this will be a far more simple job than stripping, cleaning and re-setting the RT automatic adjusters.

No changes have been made to the filtration system of the RM compared with those of the RTs: as customary with L.T.E. buses, oil filters are not fitted. Cloth-element fuel filters have been retained, following experiments with paper-element units. These showed that two paper-element filters were required to do the work of a single cloth-element filter whilst, whereas two paper elements cost 8s. to replace, a cloth element could be changed for an outlay of 74d.

Similar Body Fittings

With respect to the body fittings, the new RM does not differ greatly from the RT apart from its greater length, width and increased number of seats. The seats themselves and most of the interior trim panelling are almost identical, as are the window assemblies. In connection with the windows an interesting point is that the front windows in the upper saloon, which were fixed units in the original RMs, are to be replaced by half-drop assemblies in the near future, as already used on the RTs. Improved ventilation will result.

Smooth, Non-slip Flooring

Flooring repairs should not be such an item with the RMs as they were with the RTs, because throughout the RM Treadmaster cork-rubber composition flooring is employed. This material, made by James Walker and Co., Ltd., Woking, has very good non-slip properties and promises to have an extensive life. Being smooth, furthermore, floor cleaning will be simplified.

Accessibility of the various running units and accessories of the RM is about the same as with the RT: as the L.T.E. maintenance engineers feel that the RT's accessibility would have been difficult to better, they are quite content with that of the RM, the layout of which follows the RTs closely so far as positioning of the main units and accessories is concerned.

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Political Commentary

By JANUS

THE HOOP

AVING issued a White Paper on the nationalized transport undertakings, the Minister of Transport had no choice but to go through the hoop of a debate in the House of Commons in order to demonstrate a Parliamentary majority in his favour. That he succeeded by 303 votes to 221 would never have been guessed from the tenor of the discussion. The Socialist speakers, while in favour of relieving the railways' financial difficulties for the time being at the expense of the taxpayer, could find nothing else to please them in the White Paper. The Conservatives were at best lukewarm and occasionally strongly critical.

Even more strongly than usual an air of unreality hung about the debate. Each side pretended—were indeed forced by circumstances into pretending—that they knew the answer to the railway problem. The Minister and his supporters, naturally enough, stood by the White Paper that does indeed seem to contain as much common sense as the situation permits. The Socialists, in somewhat muted tones, stated their belief that the trouble would get worse instead of better because the Government were departing more and more from the sacred principle of integration. Mr. Aubrey Jones, the Conservative M.P. for Birmingham, Hall Green, took a line of his own by hinting that perhaps the Stedeford group had had the right solution and that it would die with them for lack of publication.

A NOTHER Conservative M.P., Mr. John Peyton, of Yeovil, came nearest at least to seeing what the problem involved. His speech was an exercise in pessimism, filled with statements such as "I believe that the nationalization of the railways is with us for ever," and "I believe that there are no grounds for giving this White Paper even the most general blessing." He saw no reason to hope that the proposed railway board would be any more successful than the old railway executive. "I find myself unable to support the Government's proposals in the Lobby tonight," he concluded, although according to Hansard he did in fact support the Government in the one vote that was taken.

Mr. Peyton put forward no positive and comprehensive proposals of his own and had this at least in common with most of the other speakers. The tone of his contribution was justified. One must admit that the railways will always be with us in the foreseeable future and no bright business-like façade can disguise that they will always be a liability. This may well have been the case with or without nationalization, for the long-drawn-out agony of the railways is not peculiar to Britain. Mr. Marples has merely made the best of a bad job, although evidently there are many of his fellow politicians prepared to contradict even this, but it is more than likely that another rescue operation will be needed in a few years' time and that the process will go on repeating itself indefinitely.

Parliament would have found it more profitable to discuss other forms of transport, leaving the railways to slim as best they can under the simple regimen prescribed in the White Paper. Such references as there were to road transport in the debate were for the most part abusive, and came from the Labour benches. Mr. George Strauss, M.P. for Vauxhall, the first speaker for the Socialists, drew attention to what was happening in West Germany, where there are restrictions on road haulage operation outside a radius of 50 km., and in France, where the Government are proposing to raise road rates in some cases where road transport is taking business away from the railways.

Rather hesitantly Mr. Strauss appeared to think that something similar might be done in Britain. He was right to be cautious in advocating such action, for it would cause a severe setback in British trade and industry, whatever may have happened on the Continent. Road transport has decisively taken the lead in this country and the process of changing from the older form of transport to the new can hardly be curbed.

A NOTHER Labour M.P., Mr. Ernest Popplewell, from Newcastle upon Tyne, West, gave figures to illustrate the point, although that was not his intention. As between road and rail, only 46 per cent. of goods traffic went by road in 1952 and the proportion had risen to 56 per cent. in six years. Since 1948, continued Mr. Popplewell, the number of long-distance vehicles on C licence had increased by nearly 200,000 and there had been a rise from 2,500 to 8,800 in the number weighing 6 tons or more unladen. These statistics, he said, indicated "the real source of the problems of transport." The inference intended was no doubt that something ought to be done about it. Mr. Popplewell did not pursue the point, perhaps because he has begun to realize that the revolution in transport has taken place and cannot now be reversed.

In face of this ineluctable fact many of the speakers may have felt, dimly or clearly according to their lights, that there was nothing very constructive they could say. In spite of this, they managed to keep the debate going for the best part of six hours. Mr. James Callaghan, M.P. for Cardiff, South East, who wound up the discussion for the Opposition, made a desperate attempt at an epigram by accusing the Government of proceeding "from plunder to blunder." Hauliers who took part in the process of disposal may have thought that they themselves, rather than the British Transport Commission, were the victims of plunder, and if the Government have made a blunder in their plans for the railways the only alternative that the Socialists can suggest is apparently a return to the discredited doctrine of integration.

PERHAPS the oddest contribution to the debate came from Mr. Geoffrey Wilson, Conservative M.P. for Truro. He went so far as to suggest that the White Paper introduced an "atmosphere of reality." His opinion was based on the fact that the document begins with the blunt statement that the railways "are still a vital basic industry." One might well agree that the assumption has to be made if the rest of the White Paper is to make sense, but may still doubt that the assessment is realistic.

To support the assessment, which evidently accords with his own belief, Mr. Wilson assembled a set of statistics that put even the more speculative calculations of the Railway Conversion League in the shade. British roads, said Mr. Wilson, are in the aggregate nearly 10 times as long as the railway track, but the railways carry nearly half the country's goods and about one-fifth of all passengers. This, he believes, helps to prove that the railways are indispensable. It is surely only necessary, in reply, to point to the calculations of the Road Research Laboratory that a mere 1 per cent. of the whole road system carries no less than 25 per cent. of road traffic.

Expansion Trends in Haulage

More Contract Switch Bids

THIS week's applications include the addition of seven "artics" to A licence from contract, by Smithfield Transport, Ltd., in the Metropolitan area; new A licence applications in Yorkshire by Magnet Transport, Sheffield (4 veh.); the Western area-Bourton Transport, Ltd. (3 veh.) and in the South Eastern-T. W. Regan, Horsmonden (3 art.)—for frozen foods only; Alan Firmin Transport, Ltd., seek four additional vehicles and a trailer on A licence. and J. Brown and Son (Shoreham), Ltd., five additional vehicles, also in the South Eastern area.

NORTHERN

Applications

N 31/1/1.—J. M. Ridley, Ltd., Allendate, A var. add I veh. (3½/0 goods for Novofreights, Ltd., N 31/1/2.—Middlesbrough Transport and Engineering Co., Ltd., A var. add 5 T (32½)d delet. T (19: 12c).

N 31/1/3.—A. Sanderson (Great Broughton), Ltd. A var. add 1 art. (4½t) collection and delivery of soods for trunk services between Tees-side and South Wales; also as a relief unit on trunk between Tees-side and South Wales; also as a relief unit on trunk between Tees-side and South Wales; or in case of break-down. 31/1/4.-D. Tarren, Ltd., A var. add 1 T

(816t). N 31/1/5.—Chastney and Pow. Ltd., Sunderland, B var. add 4 vch. (17t 6c). Poultry for D. B. Marshall (Newbeidge), Ltd., and meat for C.A.P. Sansiiena Co., Ltd. Now on contract A lic. N 31/1/6.—J. R. Headerson, West Hartlepool. B var. add | T (4) road and building mats, within 60 miles; other goods (excluding coal and steel) within 30 miles.

NORTH WESTERN

Applications

NW 27/1/1.—Smithfield Transport, Ltd., Mannester, A var. add 7 arts. (291/2), now on contract

chester. A var. add 7 arts. (23%), now on contract A lic.

NW 27/1/2.—Hart's Carriers, Ltd., Stockport.

A var. add 2 vch. (4%),

NW 27/1/3.—C. Evans, Liverpool, new B lic.

2 vch. (5½) s.s. within 20 miles.

NW 27/1/4.—H. W. Roberts and Sons, Corwen.

B var. add 1 art. (5½) 1 vch. (1½) now on contract A lic.

NW 27/1/5.—G. F. Wood (Liverpool), Ltd., B var. add 1 vch. (8½) container (2½) livestock within 250 miles.

NW 27/1/6.—J. Swain and Son (Road Transport), Ltd., Welshpool, B var. add 1 vch. (1½) s.s. within 100 miles.

Decisions

Decision

NW 25/11/13.—Roberts and Brown, Ltd., Denbish, new B lic., withdrawn.
NW 21/10/4.—Tellirallers, Ltd., Esloe, new B lic. 9 veh. (42%). withdrawn.
NW 11/11/12.—J. B. Cavifield, Liverpool, B var. add 1 art., granted.
NW 25/11/8.—W. Lovatt, Sandbach, A var. add

1 art., granted. NW 14/10/4.—J. L. and S. A. Gibson, Congleton, new B lic. 1 veh., granted.

YORKSHIRE

Applications
Y 1/2/1.—F. A. Norton, Doncaster, new A lic. 1 veh. C%() farm goods, mainly within 25 miles.
Y 1/2/2.—R. Holdsworth, Halifax, new A lic. 1 veh. G%() building mats., machinery, coal and cocke, sand, scrap metal, second-hand furniture and removals, within 10 miles. Takeover of B lic.
W Holdsworth.
Y 1/2/3.—Sayers Haulage (Huil), Ltd., new A lic. 1 veh. (4) weeper/collector, carriage of road sweepings, mainly East Riding of Yorkshire and as required.

sweepings, mainly East Riding of Yorkshire and as required. Y 1/2/4—Reynolds Trainport, Leeds, new A lic. 1 veh. (3½4) mainly paper, steel and building mats.; mainly Yorkshire, Lancashire, Newcastle and the North, and London. Change of N.U. Y 1/2/5—Magnet Transport, Sheffield, new A lic. 4 veh. (30½4) mainly steel, fruit and foodstuffs, normally London and Southern Counties. Y 1/2/6—Nicholes Smith's Garages, Ltd., Skipton, new A lic. 1 tanker (6½0) bulk consignments

of powdered hydrated lime and ground limestone flour; mainly Yorkshire, Lancashire and Cheshire, Y 1/2/7—L. Wilson, Dewsbury, A var. add 1 veh. (4½1).
Y 1/2/8.—Hirst Bros. Transport, Ltd., Holmfirth, A var. add 1 veh. (6½1) for maintenance purposes color.

only,

Y 1/2/9.—Easthaugh Bros., Ltd., Hull, A var.
add 1 tanker (5/40) for maintenance purposes only.

Y 1/2/10.—L.S.D., Transport (1944), Ltd., Scunthorpe, A var. add 2 art. (9/40).

Y 1/2/11.—C. F. Abraham (Transport), Ltd., Leyburn, A var. add 2 vch. (7/46).

Y 1/2/12.—Revill, Sons and Broadbent, Ltd., Sheffleid, A var. add 1 vch. (5/40).

Y 1/2/13.—Stopes Haulage, Sheffleid, A var. add 1 vch. (5/40).

h. (31). 1/2/14.—R. Holdsworth, Halifax, new B lic, th. (42) machinery, furniture and foodsuffs, and, Scotland and Wales. Takcover of A lic.,

W. Holdsworth.
Y 1/2/15.—J. Miller and Partners, Ltd., Leeds, new B lie. 6 veh. (30t) opencast coal from York-shire sites, as agents for N.C.B. to screens, as

y 1/2/16.—Wise of Scarborough, Ltd., new B lic. 1 art. (51/4) low-ldr., plant and machinery within 40 miles. Y 1/2/17.—G. Wilkinson, Leyburn, B var. add 1 wh. (31) racehorses, as required.

veh. (3)) racehorses, as required.
Y 1/2/18.—Shirebrook Transport, Ltd., B var. add 1 veh. (8¼1) goods for N.C.B., East Midlands Division, as required.

Decisions
Y 23/11/7.—M.A.M. Transport, Shirebrook, new Y 23/11// B lie. 1 veh withdrawn. Y 28/9/15.—E, and H. Walton, Pudsey, B var.

withdrawn. Y 9/11/3.—J. H. Tait Transport (York), Ltd., A var. 2 art. granted. Switch from contract A.

WEST MIDLAND

Applications

WM 2/2/1.—W. T. Aldridge and Son, Ltd.,
Wolverhampton new A lic. 1 veh. (3%t) building
mats., electrical and brewers' goods, goods for
plating, mainly within 30 miles,
WM 2/2/2.—A. J. Woolley, Shifnal, A var. add
veh. (4%t) container (1%t) mainly livestock and
agric, produce, Midlands and as required for livestock.

stock. WM 2/2/3.—W. H. Hodges, Ltd., Wolver-hampton, A var. add 1 T. (3½1) mainly colliery equipment, machine parts, building mats, and rubbish; to collieries as required with equipment.

within 25 miles.

WM 2/2/4.—Pyramid Plant Hire, Ltd., Uttoxeter, new B lic. 1 veh. (3½0 low-ldr. contractors' plant within 50 miles.

WM 2/2/5.—A. G. Wood, Walsall, new B lic. 1 van (2½0) furniture and household goods, within 50 miles.

50 miles.

WM 2/2/6.—H. C. Miles, Malvern Link, B var. add 4 T. (200) excavated and building mats., aluminium, zinc and steet, within 60 miles; road-making and quarried mats., solid fuel and sawn timber, as required.

SOUTH WALES

Applications

SW 25/1/1.—R. Wynn and Sons, Ltd., Newport.

(1) Base Cardiff, A var, delete 1 art. (3%1) add 1 art. (5%0 (2) Newport, delete 1 art. (10%) add 1 tasker. (40%)

art. Chigo 12) Newport, decide 1 art. charge 3 and 1 anker (100.)

SW 25/1/2.—Harvey and Lee, Llancily, A var. add 1 veh. (7%) steel and fabrications, South Wales, Midlands and Scottish Areas.

SW 25/1/3.—E. Thomas, Llancily, A var. delete 1 veh. (40) add 2 veh. (100.) Goods for Pullman Spring-filled) Co., Ltd., Ammanford, to London. North West, and North East England, Midlands and Glasgow, Milk products, cattle food, coal and steel. Bristol and London areas.

SW 25/1/4.—E. Boyle and Son, Penarth, A var. add 1 veh. (40) steel, chemicals, cosmetics, paint and doodstuffs to London, Home Counties, Midlands and South Coast. Normally for maintenance purposes.

purposes. 5W 25/1/5,—W. D. Blakeman, Cardiff. new Il-lic, I van (3t) all goods (excluding steel and timber) within 50 miles.

EASTERN

Decisions

E 31/10/3.—G. T. Rickwood, Ltd., Swaffham, A var. 1 vch. (4%) granted, 2 cont. A lics. surrendered.

E 31/10/1.—W. and P. Clez. Ltd., Westelff-on-Sca. new A lie. 2 art. arguing.

on-Sea, new A lic. 2 art. granted. E 3/10/6.—R. F. Wells and A. Kennie, Leigh-on-Sea, new B lic. 1 veh. (11/4) granted.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Grast Britain; ind., indivisible; lic., licence; low-id-n, low-loader; mass., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trf., trailer; var., variation; wh., wheels.

WESTERN

Applications

Applications

W 31/1/1.—Boerton Transport, Ltd., Littic Rissington, new A. lic. 3 veh. (14½1) mainly bulk cement. grain. feedingstuffs and fertilisers, normally within 120 miles.

W 31/1/2.—S. J. Reed, Manaccan. new A lic. cattle truck (4t) broccoli, potatoes, livestock and cattle foods, G.B.

W 31/1/3.—Constal Roadways, Ltd., Plymouth. A var. add 1 veh. (31 4c) e.e. to and from docks and warehouses in Plymouth, within 40 miles.

W 31/1/4.—E. J. Chapstan. Bristol. new B lic. 2 veh. (11 7c) e.g. within 25 miles.

W 31/1/5.—Callington Carriers, new B lic. 1 veh. (11 7c) e.g. within 25 miles.

W 31/1/6.—C. W. G. Wintle, Bristol, B var. add 1 art. (44 6c) e.g. within 50 miles.

W 31/1/6,—C. W. G. Wintle, Bristol, B var add 1 art. (44 6c) e.g. within 50 miles.
W 31/1/7.—E. C. Marsh, Lid., Langford, B var add 1 art, (44 12c) empty and full art, trailers for trunk vehs, and parcels and smalls for carriers service within 30 miles, sacks and bags for 1 Downey (Sacks), Ltd., and Bowater-Eburite Bulk Packaging, Ltd., within 100 miles and to Devon and Corawali.

W 6/12/6,-E. and L. Gibson, Ltd., Bristol, new

W 6/12/3.—E. W. Badman and Sons, Bristol, A var. add 3 veb. granted. W 6/12/7.—G. L. Bevan, Quedgeley, new B lic.

1 veh. granted. W 29/11/8.—H. J. Sweet, Brixham. B var. add

1 T., granted. W 29/11/4,—C. Snow, Exeter. new B lic., refused. W 6/12/4.—A.R.C. Transport Co., Ltd., Exeter.

W 6/12/4.—A.R.C. Transport Co., Ltd., Exeter. A var., withdrawn.
W 6/12/8.—Exe Valley Transport, Exeter. B var. add 2 veb., granted.
W 6/12/1.—Hichen Garage and Transport, Ltd., Newlyn. A var., granted.
W 13/12/2.—Baddleith Transport, Ltd., Exeter. A var. add 1 T., granted.
W 13/12/4.—W. E. Smith, Hanham. A var. add

3 veh., granted. W 13/12/1.-W. G. Foley, Coalpit Heath, A var

METROPOLITAN

Applications

M 1/2/1.—J. Good and Sons, Ltd., E.C.3, new
B lic, 1 veh Gt) a.g. within 25 miles,
M 1/2/2.—Lloyd's Transport and Warehousing
Co. (Manchester), Ltd., S.E.1, new B lic, 1 veh.
Gt 6c), collection and delivery for trunk veh.,
within 25 miles.

Gt 6c), collection and delivery for trunk veh. within 25 mles.

M 1/2/3.—McNakr, Vinson and Co., Ltd., Swanley, new B lic., goods for E. H. Grist and Scors, Ltd., Maidstone; and Georae Rose and Sons, Ltd., Dartior, within 450 miles.

M 1/2/4.—G. Bayley, Ltd., E.13. B var. add 5 veh. (15t 6c) goods as directed by Macdonald Deadman, Ltd.

M 1/2/5.—Tolemans Delivery Service, Dagenham, B var. add 1 art. (7t 8c) transporter; delivery of new cars from Dagenham to Pontefract, Leeds, Glasgow, Edinburgh; and from Doncaster to Dagenham; add 4 art. (29t 12c) transporters—new Ford vehs, for export and Ford Motor Co., Dagenham to and from Southampton.

Decision

M 26/10/4.—H. O'Brien Transport, Ltd., Covent Garden, A var, add 2 art., granted, mainly fruit, vegetables, machinery within 200 miles and to Newcastle and Glasgow.

M 2/11/7.—C. G. F. Moeris, Chingford, new B

M 2/11/5.—Industrial Freight and Travel, Ltd., C.3. new B lic. 1 veb. (2t) granted.

SOUTH EASTERN

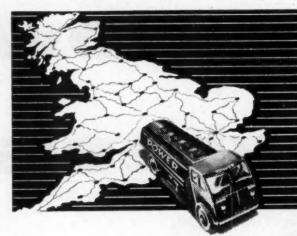
Applications

SE 2/2/1.—T. W. Regan, Horsmonden, new A lic, 3 art, (31½t), frozen foods only, London, Liverpool. Newcastle, Glasgow and Aberdeen.

SE 2/2/2.—Alan Firmin Transport, Ltd., Linton. A var. add 4 veh. (22¼t) 1 trl. (2½t).

SE 2/2/3.—J. Brown and Son (Shoreham), Ltd., A var. add 3 art, (16½t) 2 veh. (7t), SE 2/2/4.—Mrs. W. Hurdle, Maidsone, A var. add 1 veh. (2½t) g.g., G.B.

SE 2/2/5.—Alan Howard Industries, Basingstokenew B lic, 3 veh. (9½t), sand, ballast and timber within 50 miles.



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FORWARD CONTROL MODELS

3 tons 135" wheelbase 4 tons 135" wheelbase

5 tons 135" wheelbase and 151" wheelbase 6 tons 151" wheelbase (17" wheels)

NORMAL CONTROL MODELS

3 tons 119" wheelbase and 143" wheelbase 4 tons 161" wheelbase

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Tyre life improved by 17%

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- Less unsprung weight, improved ride both laden and unladen.
- Less stress on axle and shafts with smaller wheels.
- Lower centre of gravity, greater stability, better cornering.
- Reduced turning circles for easier manoeuvring.
- Extensive tests of 7.50-16 tyres show an improvement of 17.3% in mileage compared with equivalent 20 in. tyres of the same make and load capacity.

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loaders...

...Big savings



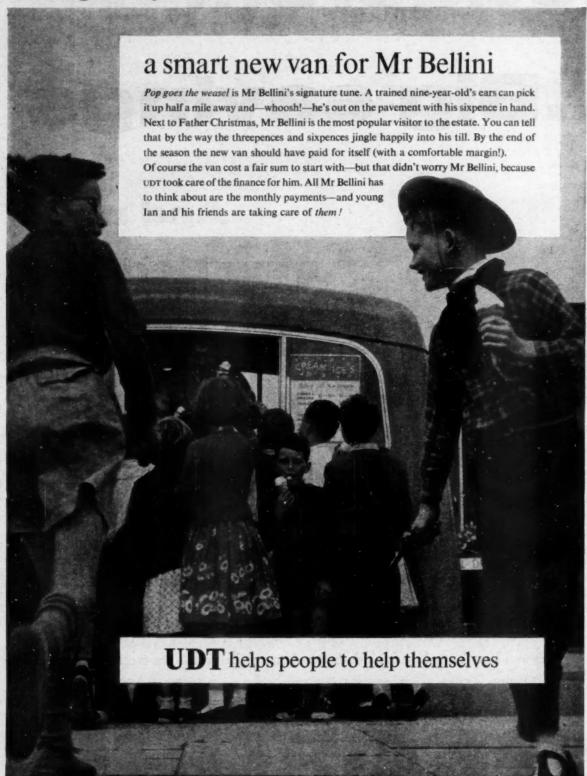
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To join the highly successful Bedford TJ normal control low loaders comes the new range of TK forward control low loaders for payloads from 3 to 5 tons.

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How Work Study Improves Efficiency—London Conference Views

We are only just starting the task of finding more economical and effective means, and a more precise understanding of the factors which cause variations in handling rates, as indeed they do vary, from 12 packages to 100 packages per man-hour." This was claimed by Mr. N. J. Kevan, operations officer, B.R.S. (Parcels), Ltd., when presenting one of four papers at a one-day conference on Work Study in Distribution and Transportation held in London on Tuesday. It was organized by the Harrow and Wembley Productivity Association and the British Productivity Council.

These claims underline the general theme of the conference and the application of work study to transport. By a reorganization of work, efficiency could be raised with little or no capital outlay.

Mr. Kevan stated that work study undertaken by B.R.S. Parcels services had indicated so far that for small depots with up to 5,000 packages per day throughput, the sack truck and semi-live stillage remained the most efficient means of operation. But where the throughput was in the region of 10,000 to 20,000 packages per day the conveyor belt showed an economic return where the work could be spread over.

Alternative to Conveyors

As an alternative to the conveyor belt, a combination of stillages, and, for longer movements, electric or similar trucks with a perambulated secondary sort to the tailboards of the outgoing vehicle, promised to be a sound and economic method. In the larger depots, handling 30,000 or more packages a day, the variety of traffic associated with this type of depot required a combination of conveyors and trucks.

Beyond these immediate conclusions Mr. Kevan said that there was an apparently infinite field of inquiries. B.R.S. had not yet judged the optimum depot size—the depot with a maximum of direct trunking to other depots—yet not so big as to diminish the ability of supervisors to keep close control. In common with all the large organizations, B.R.S. must move towards the development of more scientific management techniques and a greater employment of work study was a sound starting point.

Before describing the application of work study to B.R.S. Parcels services. Mr. Kevan indicated the manner and size of their present organization. They collected and delivered 100m, packages per year. The service covered substantially the whole of the British Isles and was particularly associated with 15.000 advertised places. The average weight of a package was 38 lb. with 3.03 packages to a consignment.

Parcels services operated 4.000 vehicles, 1,000 of which were on trunk work and the remainder on collection and delivery. There were also 2,000 trailers and 101 depots, whilst 467 registered trunk and transfer services were operated.

It was characteristic of their internal depot operation that there was an infinite variety of factors. Differences arose from the traffic streams, irregular time spread of traffic volume, variation in the number of sorts required, geographical location of depots, and structure of buildings.

Art Rather Than Science

Because of these variations, and with the traditional parcels foreman being more accustomed to work by art rather than science, they had been slow to consider work study as a means of greater efficiency. The inheritance by B.R.S. of many examples of inadequate depot premises had given need to plan an extensive rebuilding programme. This in turn had led to a call for more definite knowledge of the time taken to unload, sort and reload parcels, and the optimum space needed for the job.

Long-service superintendents had an instinctive knowledge and experience of the most effective way of running a particular depot with its special local characteristics, but could not readily translate their knowledge to assist in the planning of a new depot that may absorb five existing premises in one city. It was opportune, too, for a technical revolution in depot handling methods, and mechanization should provide more efficient working.

B.R.S. Parcels services have therefore planned and built the new depot in Dundee as a pilot scheme. In place of the traditional platform, goods were unloaded by gravity roller and first sorted into box pallets. These were moved by fork truck to a secondary and final sorting area, and sorted into further pallets for loading into the truck or delivery vehicle. But, as first arranged, the scheme proved slower than the conventional sack truck working, and consequently more expensive.

Pilot Scheme

As a result of the experience gained from the pilot scheme B.R.S. decided to call in outside work study consultants to survey their various handling methods. Their terms of reference were to determine which types of handling equipment could be used in different depots. They were also required to measure the basic time standards for this equipment in order to judge its effectiveness. Primary conclusions on the principal handling methods concerned the use of sack trucks and semi-live stillages. slat and belt conveyors and fully patletized "off the floor" working.

The consultants examined handling methods at several depots and Mr. Kevan gave examples of some of their conclusions. At Hull, where semi-live stillages and sack trucks were employed, the total time taken in unloading, internal movement and loading was 1.38 manminutes per package. With a daily throughput of 11,000 packages handled on a conveyor belt, the corresponding time at Croydon depot was 0.60 manminutes per package, compared with 0.70 man-minutes per package at Surbiton where the throughput was 10,500 packages.

Salient characteristics of marshalling, loading and distribution were their irregularity and remoteness. This was stated by Mr. E. J. Fawdry, company methods adviser, T. Wall and Son (Ico Cream), Ltd., who emphasized the need to consider the human aspect of distribution. In contrast to the factory worker, transport personnel were concerned with wide variations and the need to make many decisions. For this type of work memory and versatility were great assets.

Better Labelling

Studies had been done where product identification had not been good and the difficulties had been measured. These resulted in better labelling, greater use of colour and form, and improved lighting, particularly inside vans. "The task of making the proper selection in an insufficiently lit van on a dark winter's afternoon is considerable—improve it," Mr. Fawdry added.

From his experience there was a great need for warehouse space utilization to be studied more carefully. Relative to the introduction of additional new lines, it was admittedly difficult to equate the cause and effects of such introduction. But unless this was done there could be self-strangulation of distribution in the

warehouse.

In transport Mr, Fawdry said he had noticed how much the spoken word was used, the extent to which memory was relied upon and the number of instantaneous decisions which had to be made.

In general terms management knew what their van drivers had been doing, but it was clear to. Mr. Fawdry that management seldom had a sound yard-stick against which to measure their staff's performance.

Mr. J. H. Francis, work study officer for the British Productivity Council, opened the conference with a paper on the Context of Work Study and outline of Techniques of Method Study, whilst Mr. B. Fry, regional organizer, Transport and General Workers' Union, dealt with some of the human problems of distribution and transportation.

Letters to the Editor

Long-wheelbase Tippers: All Parties Must Co-operate

T last the question of large-capacity long-wheelbase tippers has been well ventilated in the article entitled "Long-wheelbase Tippers CAN be Safe" in the January 20 issue of *The Commercial Motor*. The clear exposition of the many problems associated with this type of vehicle and the practical advice given, suggests that there is no room for complacency on the part of the bodybuilder, the tipping gear manufacturer, or the chassis manufacturer

The past decade has seen an increasingly rapid transition from the haulage of certain materials in sacks or paper bags on platform-type lorries, to what has come to be known as bulk-haulage. Apart from the obvious economic advantages arising from the carriage of such items as sugar, flour, cement, and so on, by this method, it is probably true to say that many operators are finding it more economical to operate one maximum gross weight rehicle, rather than two or three smaller tipping vehicles. As the materials carried "in bulk" are often relatively light in weight per cubic yard, such as coal or coke, it is necessary to employ very large capacity bodies in order to carry a realistic pay-load.

Due to the maximum width regulations and the desire to keep down the height of the sides (and consequently the centre of gravity of the load) the only way left open to the designer of large bulk haulage bodies is to increase the body length. It is now not uncommon to see bodywork for bulk tipping purposes as long as 22 or even 23 feet.

Whilst this is a feasible proposition for free-flowing materials, such as grain or fine coal, it is generally considered that maximum body lengths of 19 to 20 feet in conjunction with chassis wheelbases around 15 ft. 6 in. are to be preferred where there is any tendency for the material to hesitate to discharge freely.

Final Use

In most cases the designers of long-wheelbase chassis are unaware of the final use to which their vehicles will be put, e.g., as platform lorries or tipping vehicles. What is perhaps even more important, to them, is the fact that they generally have little or no control over the type or quality of ancillary equipment, such as tipping gear or bodywork, which is subsequently added to their product. Consequently the manufacturers of six- and eight-wheeled chassis have tended in the past to adopt the attitude that their longer wheelbase models were primarily designed for platform duties only, and, if operators used them successfully as tippers, this was purely incidental.

Far-seeing transport managers who recognized the advantages of bulk haulage were thus faced with the problem of "blazing the trail" with long-wheelbase tippers, against the advice—and certainly without the blessing—of the chassis manufacturer. In the event of such a vehicle overturning whilst tipping, the problem was further complicated by the fact that there was frequently a divided responsibility as between the chassis, tipping gear and body manufacturers.

Fortunately, there is now closer liaison between chassis designers and the tipping gear manufacturers, and steps are usually taken, when a new heavy goods vehicle is being designed, to discuss with the tipping gear people the question of where to leave a suitable space in the frame for the tipping equipment. It can only be by the most active co-operation on the part of all concerned, that satisfactory bulk-haulage tippers can be offered to the user with confidence.

Reverting to the article on long-wheelbase tippers, Mr. F. D. Brown has "hit the nail squarely on the head," when he states that personal experience has shown that one of the most important aspects of this problem is the resistance of the body to lateral twist when tipping. Because of the inherent instability of any vehicle resting on flexible road springs and pneumatic tyres, any unbalance caused by body twist is rapidly accentuated, and the centre of gravity of the pay-load quickly moves off the vertical centre line of the chassis. In extreme cases the body or the complete vehicle overturns. It must be remembered that the loaded body can weigh upwards of 18 tons, whilst the chassis may be not more than 6 tons. It is therefore not difficult to see how in certain circumstances it becomes easy for the "tail to wag the dog."

Torsion Dampers

In order to promote a fair degree of resistance to a lateral twisting of the body. Pilot Works, Ltd., of Bolton, designed a hollow box, made from steel plate continuously welded, and this is fixed between the two body longitudinal runners, as near as possible to the centre of the body. Very significant results are obtained by using one of these torsion dampers as they are known. Used in conjunction with a triangular type stabilizer (which in itself contributes little or nothing towards preventing body twist), a big step forward is taken in promoting body stability and freedom from side sway. A further development of this idea is the "Pilot" model "D"-type folding stabilizer, which consists of two hollow boxes having an extremely high resistance to twisting, and which are hinged to allow free vertical movement, without body side sway or twist.



"I've got a feeling someone's got a grudge against me."

Unfortunately, this stabilizer adds about 2 cwt. to the unladen weight of the vehicle, but this seems to be a small penalty to pay for a device which may prevent an accident costing upwards of £1,000 in repairs.

That resistance to lateral twisting of the chassis is also very important is proved by the fact that in several cases where the loaded body of an eight-wheeled tipper has "turned over," the two rear axles have been twisted through an angle of nearly ninety degrees whilst the four front wheels have remained firmly in contact with the ground,

If there is to be a future in bulk haulage, using longwheelbase tippers (and this seems to be indisputable), it will be necessary for all concerned carefully to study the special

problems involved.

One manufacturer of "heavies" has produced an excellent torsion tube-type "anti-roll" device to prevent rearend sway on double-deck bus chassis. Something like this, together with deeper chassis frames having tubular rather than channel section cross-members, would materially assist in promoting stability.

Angle Reinforcement

Also when fully articulated rear bogies with single semielliptic springs each side are fitted to six- and eightwheelers, it is usual for the manufacturer to incorporate a substantial angle reinforcement piece about 8 ft. long to disperse the local loading stresses imposed by this type of suspension.

If something similar could be built into the chassis at the point where the twin rams of the tipping gear are to be mounted, this would measurably help in spreading the rather high local loading stresses due to the tipping operation, and would eliminate the need for chassis sub-

frames.

The tipping gear and body manufacturer (and in many cases this would be the same firm), need to give serious thought to firm anchorages for the tipping rams and rear hinge assembly, and above all to design their bodywork with one thought in mind: to prevent as far as possible any twist taking place in the length of the body under tipping conditions. Only when there is complete cooperation, between all parties, will the really successful long-wheelbase multi-wheeled tipper design be achieved. Until then, those operators who are not prepared to be advised in the matter of torsion dampers, stabilizers, torsionally stiff bodywork, steel subframes, and suitable chassis, will occasionally meet with serious and certainly very costly incidents whilst tipping.

Bolton, Lancs. MILES EDWARDS, Managing Director, Pilot Works, Ltd.

Riveting Is Not A Failure

I READ with interest the article in your January 20 issue by Mr. P. A. C. Brockington entitled "Long-wheelbase Tippers CAN be Safe." In it I noticed a statement: "All-welded bodies are greatly preferred to other types on the score that bolts and rivets eventually work loose."

Whilst this statement obviously could be true of some tipping bodies, I would like to point out that my company have supplied all-riveted, light-alloy tipping bodies over the past 30 years—many of them engaged on the most arduous of duties—and it is quite erroneous to imply that riveting is a failure.

A good deal, of course, depends on how the riveting is done and what high-strength alloys are used, but we have bodies 28 years old still on the road and the failure of rivets has never been an issue affecting the quality of the job—in fact, it is generally conceded that the life of a well-built light-alloy body will outlast a mild-steel one, with the plate lining lasting two or three times as long.

Light-alloy bodies are much more flexible and consequently impacts are absorbed over greater areas, and there is no rust to contend with.

Ruislip, Middx.

E. L. OGLETHORPE, Managing Director, The Duramin Engineering Co., Ltd.

Publicizing Bullioncarrying Vehicles

WE read with interest the letter in your January 27 issue from Mr. Palmer: "a road transport consultant since 1933 . . . who indirectly was responsible for the licensing of bullion transport." Thousands of pounds are currently being lost through wage thefts, and now a London busman has been murdered. To read that Mr. Palmer doubts the wisdom of publicizing a security vehicle gives the impression that he is somewhat out of touch with affairs as existing today.

Having designed a bandit-proof vehicle, our aim was to bring it as quickly as possible to the attention of those concerned with wage collection. While we stated the advantages of the Armourspeed, at no time did we detail how these advantages were achieved. A comparison would be the announcement of a new warfare weapon, without

divulging details of its construction.

However, to allay Mr. Palmer's fears, we can advise as follows:—

- (a) The Armourspeed cannot be "hi-jacked"; it is virtually a mobile safe.
- (b) Attackers cannot gain entry to the vehicle, so in no way could the occupants be "taken for a ride."
- (c) There is no cash container "to be broached at leisure" since it is not needed for the above reasons (and it would take at least a day to broach the vehicle, even with oxy-acetylene flame).

Mr. Palmer alleges that "a heavily armoured vehicle stands out like a sore thumb." This in fact is not true. Painted in conventional colours, the Armourspeed looks like any other modern van. Its bullet-proof glass windows need no bars to distinguish it—unlike other bullion vans.

Ram-proof and Fire-resistant

While interception could indeed be carried out, what could the bandits do then? The Armourspeed is bullet-proof, ram-proof and fire-resistant, and all the driver need do is reverse out and drive himself to safety.

In fact, if he liked, the driver could crash through the intercepting car, since four tons of armoured steel is a

match for most "get-away" vehicles.

In short, we are not just marketing an armoured bullion vehicle, but rather a vehicle entirely built of bullet-proof plate, resisting the impact of .303 rifle bullet fire at 1,304 ft. per sec.

I feel sure that the readers of your excellent publication will regard the measures we have taken as essential. It is further hoped that the aforegoing will assist Mr. Palmer to grasp more accurately the gravity of the current situation, and the necessity of being 1961-minded in fighting 1961 bandits.

If he cares to get in touch with me, I will be happy to afford him any further corraborative details he might like to have.

Beckenham, Kent.

P. J. B. HARRIS, Managing Director, Armourspeed, Ltd.

Planning for Profit

The Interrelation of Costs

N adequate costing system is basic essential to the economic operation of a fleet of commercial vehicles. The use to which such a system may be put, however, can vary according the type of operation and individual circumstances. An established haulier, for example, would be able to draw from his experiences of past operations to make useful comparisons with current expenditure. Alternatively,

results obtained from both past and present costings would provide sound material on which to base quotations for future

Where previous records are not available it will still be necessary to estimate as accurately as possible what the cost of future operation is likely to be. Subsequently, when sufficient experience has been obtained, such estimates can be adjusted as required. But whether costings are being formulated by an established haulier or a newcomer to the industry, it will always be necessary to keep clearly in mind this fundamental division between past, present and future records. Whilst the established operator will obviously have the advantage of having past experience on which to draw, there is nevertheless no finality in commercial vehicle costing. Even the experienced operator will, from time to time, find it necessary to readjust his previous estimates, albeit to a lesser degree than a newcomer.

Because of this process of continual adjustment, necessitated by many factors such as changes in types of operation and vehicles, it is obviously necessary to insist that any system of costing installed should be flexible. Not only can changes result from variation in operational conditions, but the division of expenditure can be substantially affected by changes in overall policy. Particularly does this apply to any decision reached as to a replacement policy and the two closely related items of cost, namely maintenance and depreciation.

UNFORTUNATELY, in some instances, this aspect of costing can be unnecessarily complicated and confused by the introduction of additional interest charges and payments relative to hire purchase and other forms of credit finance facilities. Even where a comprehensive and accurate costing system is maintained, the mistake is sometimes made of including hire purchase costs along with interest charges on what would normally have been the capital expenditure.

Such a mistake, however, would be far less disastrous to profitable operation than the more common error which can result from the acquisition of commercial vehicles by hire purchase. This occurs when a newcomer to commercial vehicle operation, with little knowledge of costing, starts up in business with a new vehicle bought on hire purchase. His only immediate operational expenditure for the time being would then be fuel and wages, assuming he were not self-employed.

Other items of ultimate expenditure, namely repairs, tyre replacement and (most important of all) vehicle replacement may well be overlooked. In many instances it could be that the total weekly amount that should have been paid into a sinking fund in respect of these various items would be similar in amount to the hire purchase repayments. At the outset, therefore, the newcomer may consider that he is operating efficiently only to be disillusioned when substantial expenditure becomes necessary in both repairs and replacements

Changes in the range and availability of commercial vehicles can also have repercussions on ultimate costing systems. example, the increasing size of goods vehicles now available in the quantity produced range makes it possible for some operators to consider a policy of more frequent replacement

Whilst the Expenditure Incurred on Operating Commercial Vehicles can be Conveniently Segregated into Ten Items, Namely Licences, Wages, Rent and Rates, Insurance, Interest, Fuel, Lubricants, Tyres, Maintenance and Depreciation, these Remain Interdependent

than was previously considered economic for this type of vehicle. If such a policy were adopted, it may well be found that although the cost of depreciation increased, this was more than offset by a reduction in maintenance expenditure. This could happen because the overall term of "maintenance" when used in commercial vehicle costing implies washing, servicing and both minor and major repairs. In this instance few minor and

probably no major repairs would, in fact, be necessary. More difficult to assess, but nevertheless of real value when a policy of frequent replacement is shrewdly operated, would be the additional revenue accruing from the greater availability.

It is therefore particularly important when dealing with commercial vehicle costing, and the item of depreciation in particular, to keep in perspective the ultimate purpose of the costing system, namely the overall profitability of the fleet. Though records must be kept as accurately as possible, a sense of balance should be maintained when determining whether the extra work caused by endeavouring to achieve higher standards of accuracy is really justified, particularly when an element of estimation is in any case inevitable.

DEPRECIATION is calculated on a mileage basis for the purpose of costings made in this series of articles or in *The* Commercial Motor Tables of Operating Costs. This policy is adopted because it is considered the simplest and generally more appropriate to commercial vehicle operation. In contrast to private motoring, in which convenience is often the major factor, commercial vehicles are largely acquired either for ensuring economic distribution of a company's products or as a source of profitability when forming the fleet of a professional operator. Again in contrast to the use of private cars, there is an economic incentive to employ commercial vehicles to the maximum. As a result, the mileage run over a stated period would normally give a fair indication of the actual depreciation which has occurred during that time.

Whilst adopting mileage as a basis for depreciation, it is recognized that some operators prefer to calculate this item of expenditure on a time basis. Although probably more discussion takes place on this difference in the method of calculating depreciation than on any other of the remaining nine items of operating costs, the two approaches are not so diametrically opposed as is generally assumed.

N addition to the fundamental division as between past, In addition to the junisational distribution between present and future costs, there is also the division between costs incurred only when the vehicle is actually operating, or alternatively throughout its life whether operating or standing. For convenience, these are briefly termed standing and running costs. As the term implies, running costs only occur when a vehicle is on the move and, except for minor variations, are directly related to the mileage run. Standing costs, however, are a slight misnomer in that they occur throughout the life of the vehicle, and not only when the vehicle is standing.

The five items of standing costs are licences, wages, rent and rates, insurance and interest on capital outlay. It will be readily understood that these items are payable periodically (for example weekly, quarterly or yearly). It is convenient, therefore, to express them as a total per annum, per week or per hour. Where depreciation is reckoned on a time basis this item would then be added to the other standing costs and averaged out in the same way over the appropriate period.

In practice, and particularly with established hauliers, it will

(Continued on page 63)

DOUBLE
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often be found that the total operating cost per mile, obtained as a result of the addition of standing and running costs, is similar whichever method of calculating depreciation is employed. This is because the weekly or yearly mileage which an established operator obtains from his vehicles is remarkably consistent, unless there were a major change such as the introduction of double shift working in place of single shift operation.

An operator who decides to calculate depreciation on a time basis—say over seven years—would be already aware that the particular vehicle he had in mind had averaged possibly 40,000 miles a year for the past few years, and was likely to continue to do so. It would, therefore, be immaterial to distinguish whether such a vehicle was being depreciated on the basis of seven years or 280,000 miles.

It is agreed, however, that this contention as to the similarity of results, whichever system of calculating depreciation is employed, does not apply where abnormal conditions exist. These could include circumstances where only a very small mileage was run during the year. This could occur, for example, when operating mechanical horses on factory or internal transport, or with specialized types of vehicles, such as those used spasmodically in civil engineering work. In passenger operation, similar circumstances could arise when coaches were licensed only for the summer season.

Whilst it is agreed that in these circumstances special attention has to be given to the assessment of depreciation costs, it is equally important at the same time to take particular care that the whole of the standing costs are met by the ultimate charges despite the limited use of the vehicle. This would inevitably imply a higher proportion of standing costs in the total operating costs than would normally be the case.

For this reason, when compiling The Commercial Motor Tables of Operating Costs, it is appreciated that calculation of costs or charges on the basis of either a cost per mile or a cost per week may not always be applicable. The same basic costs are, therefore, shown in the alternative form of a cost per hour plus a cost per mile. This is of particular advantage when the amount of standing time is high relative to the mileage run; alternatively, where there is no indication of the amount of standing time likely to be incurred in a new contract, the prospective operator can safeguard himself by quoting on a

time plus mileage basis. To quote only on a mileage basis in such circumstances would result in the operator being liable, directly or indirectly, for the expense of excessive standing time. Alternatively, when quoting for work of which he had no previous experience it would be imprudent to give a cost per hour or per day without a proviso as to the mileage run, or at least the charge to be made for excess mileage.

WHEN the average weekly or yearly mileage is exceptionally low some allowance will then almost certainly have to be made in respect of obsolescence, regardless of whether depreciation has been calculated on a mileage or time basis. Earlier it was stated that a sense of perspective must always be kept when dealing with commercial vehicle costing. Too academic insistence on the definition of terms used, for example, can only lead to confusion. Theoretically it might be argued that if maintenance is what it is intended to be, namely to maintain the vehicle in its original condition, then depreciation must be a contradiction of this aim.

Except for very large organizations which are virtually in a position to rebuild a vehicle to the manufacturer's initial standard, the term depreciation is accepted in a more practical sense. It indicates the gradual decline in the condition of the vehicle for the purpose for which it was originally acquired.

TWO implications are inherent here. For the purpose of practical commercial operation as applied to costing, it is generally assumed that for most types of operation a commercial vehicle will not be purchased as new and then run to ultimate destruction, so that in the majority of cases there would be a residual value. The reason for this general assumption is that most operators are under an obligation to provide a standard of reliable service which necessitates replacement of vehicle before such a stage is reached.

It follows, therefore, that the term depreciation as applied to commercial vehicle costing is relative to the circumstances of each user. It cannot necessarily be assumed that because a vehicle may be disposed of by the first owner and then operated for a substantial mileage by the second user, that the original owner made a wrong assessment as to its mechanical condition. The urgency of the traffic handled by the first user may well have been the overriding factor which determined that the vehicle should be replaced at that stage.

S.B.

New Hydraulic Drive for Winget Mixers

REDESIGNED Staffa hydraulic motors are incorporated in the latest Winget Challenge truck concrete mixers (models 400 HYD and 600 HYD). These mixers have rated capacities of 4 and 6 cu, yd, respectively, with agitator capacities of 4½ and 7½ cu, yd, and gross drum volumes of 174 and 305 cu, ft.

The Staffa hydraulic motors employed are five-cylindered, low-speed, hightorque, reversible, radial-piston units, and are produced by Chamberlain Industries, Ltd., Staffa Works, Argall Avenue, Leyton, E.10. As applied to the Winget mixer, the motor is rigidly mounted to the mixing frame, and a nickel-alloy-steel



The latest Winget Challenge truck concrete mixer with the redesigned Staffa hydraulic motor.

Redesigned Staffa Motors Incorporated in Larger Capacity Mixers

pinion, splined to the motor shaft, engages with a manganese-steel gear ring bolted to the drum base. The motor-to-drum gear reduction is 3 to 1.

A drive taken from the front of the vehicle-engine crankshaft through a transfer box powers the special hydraulic pump and boost pump. These pumps are enclosed in a neat cowling extending forward from the standard cab front panel. The hydraulic circuit is a closed system, and one control lever operates the pump for all charging, agitating, mixing and discharging operations.

A mixometer indicates the correct drum speed for charging, mixing and agitating, and by controlling the revolutions of the drum, delivery of uniform concrete is assured. This device also records a running total of all drum revolutions between charging and mixing, while a trip mechanism can be reset for each journey.

Hydro-pneumatic Tandem Axle Suspension

SUSPENSION system for tandem A rear axles forms the subject of patent No. 857,554. It is claimed that the system will permit a ratio of laden to unladen rear axle loading of 10:1. (Eaton Axles, Ltd., Victoria Works, Great Sankey, Warrington.)

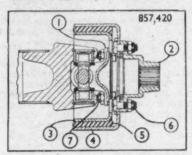
In the drawing, the tandem axles (1 and 2) are carried on links (3). Vertical deflection of the axles is permitted by a parallel linkage (4), pivoted to the frame at points 5 and 6. Rise and fall of the axles moves cranks (7) which compress or extend reaction units (8).

The reaction units consist of combined hydraulic and pneumatic cylinders which act both as springs and as height adjusters. The supply or release of hydraulic fluid is controlled by a pistonvalve set to maintain a constant height. The compressed air provides the spring

The patent gives full details of the internal layout of both the reaction units and the height control valve.

IMPROVED PROPELLER SHAFT ASSEMBLY

SILENCE during running and a degree of torsional flexibility are claimed for an improved propeller shaft shown in patent No. 857,420. (Laycock Engineering, Ltd., Victoria Works, Sheffield, 8.)



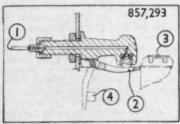
The drawing shows the rearmost end of a typical propeller shaft. The flange (1) of the output yoke, instead of being attached directly to the driven member (2) is fixed to an inner metal cup (3). The driven member carries a larger cup (4) and the two are joined by a rubber

The sleeve is bonded to the inner cup and drives the outer one by friction, sufficient of which is created by precompressing the rubber before assembly.

Should the rubber fail, a temporary driving connection will be provided by the engagement of the heads of the two rings of bolts (6 and 7).

OIL-ENGINE STARTING

PATENT No. 857,293 shows a fitment for introducing ether or other volatile liquid into the air intake of an oil engine to improve starting. (J. Drake, 6 The Hornet, Chichester, Sussex.)



The unit shown in the drawing is mounted in the cab, the body having attached to it a small-bore pipe (1) leading to the intake. On the driver's side is a rubber-bushed receiving socket for the nozzle of a can of liquid. The volatile liquid is contained in one of the modern aerosol packs under pressure.

To operate, a spring-loaded lever (2) is pushed downwards, and the nose (3) of the aerosol can inserted into the socket. Upward pressure on the can opens its valve, and liquid is introduced into the engine intake. This is done while the starter is operating.

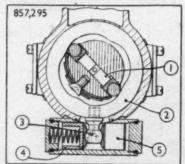
When the can is removed the lever returns to its original position, and the plug (4) seals the unit to prevent foreign matter being drawn into the intake.

SEALING UNIVERSAL JOINTS

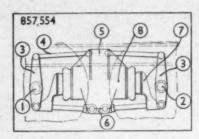
PATENT No. 858,436 shows a means of retaining lubricant in a Hooke's type universal joint. The scheme uses an O-ring between each journal peg and its surrounding bore in the yoke member. The patent comes from Birfield Engineering, Ltd., Stratford House, Stratford Place, London, W.1.

VARYING INJECTION TIMING

PATENT No. 857,295 shows an injection pump in which the timing is automatically varied to suit the prevailing load conditions. (V. Roosa, 1699 Boulevard, West Hartford. Conn.. U.S.A.)



The drawing shows the operative part of the pump. A pair of opposed plungers (1) create a pumping space between them as they revolve inside a cam-ring (2) having four lobes. The pump output is then directed to a rotary distributor.



The cam-ring is displaced to advance or retard the injection timing by a spherical stub (3) held between a spring plunger (4) and a hydraulic piston (5).

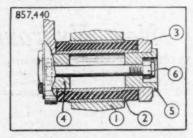
The hydraulic piston is operated by fuel by-passed from the injection plungers; when this is large in quantity the timing is advanced. Higher speeds and heavy loads reduce the spill so that the piston moves towards the retard position. The greatest retard is given at low speed with heavy load.

TRAILER BRAKING

VACUUM-ACTUATED tractor-A trailer brake is shown in patent No. 857,252. The subject of the patent is the arrangement of the valve mechanism and the automatic break-away control. The patent comes from The Bendix Corp., South Bend, Indiana, U.S.A.

ROCKING BEAM SUSPENSION

MPROVEMENTS in the suspension of four-wheeled bogies mounted on rocking beams are disclosed in patent No. 857,440. In particular, it deals with the bearing on which the axles pivot, aiming at preventing seizure. (Hendrickson Mfg. Company, 8001 West 47th Street, Lyons, Illinois, U.S.A.)



The drawing shows the pivot at the end of the rocking beam (1), which is attached through a rubber bush (2) to the ends (3) of lugs from the axle tube.

Normally, these parts are united by a straight-through pin, but in this case a pair of separate plugs (4 and 5) are Their short length makes them unlikely to seize and even if they do, it is less difficult to remove them. They are held in position by a central bolt (6).

DRIVE FOR TYRE PUMP

PATENT No. 854,236 (Veb Schlepperwerke Nordhausen, 30c Frei-vom-Stein-Strasse, Nordhausen, Germany) shows a tyre pump mounted on the side of the gearbox and operated by a clutchable eccentric inside the box. The chief advantage is that there is no additional lubrication problem

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1955 DODGE 146 AR6 7-ton drop-eide lorry, 18-ft.
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ODGE 7-ton diesel-engine commercial vehicle, practically new, small mileage, 2-speed axie, 18-ft, by ft. 6-in, body, removable side-boards, firm going out of usiness. Particulars, apply to Box CM9510, care of "The ommercial Motor." 895-305

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63907.

1954 DODGE P6 tractor unit, Scammell coupling, good condition, £95. Barnes, Holbeach, Lincs, Holbeach, 3024.

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21-61. platform, 6125. Baylis Timbe

Works, Lowfield Heath, Crawley, Sussex, Horkey,

89 Works. Lowfield Heath, Crawrey.

1954 E.R.F., 4LK engine, 2-speed axle, 12-ft. drop-1954 side tipper, 2500. R. Justice. Winter Closes, Underwood, Notte. Phone, Langley Mill 3182: home

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11 ENRY EATON, LTD., 107 Palmerston St., Ancoats,
12 Menchester, Phone, Ardwick 3146.
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1946 D.G. FODEN platform, D.D., 6LW, very clean vehicle £375. D. R. Munson, Moor Garage, Flitwick, Bedford. Flitwick 455. 895-9715 FODEN 6-wheel, 6LW Gardner engine, fitted with all-steel heavy-duty dumper body. PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford, Phone 4221

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1957 in first-class order.

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TRADER 4D diesel 4-ton chassis, fitted with 1.250-cz works for early delivery, £1.220.
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1959 THAMES Trader artic. unit, Brockhouse, choice of two, 1925, 1960 THAMES Trader artic, unit, fifth-wheel coupling, York 244t, trailer, £1,550, 1960 THAMES Trader 6-wheeler platform, power THAMES Trader artic, unit, S.A.E. coupling, 1960 THAMES Trader artic, unit, 1960 THAMES TRADER ARTICLES TRADER ARTICL THAMES Trader artis. 1960 E900; exhibition model. THAMES Trader 5-ton truck. £525.

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750.
956 FORD 4D 30-cwt. diesel drop-sider, £225,
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PORDSON THAMES 4D vehicles, trucks, vans and Lutons, 1957 onwards, all types. Ferraris of Crickle-wood. Ltd., 200-220 Cricklewood Broadway, Nuc. Gladstone 2234-5-6-7.

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G17 Warrior 19 in. 6 in.,
G17 ft. 9 in., 6 in., 18 ft. 2 in.,
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G17 ft. 9 in., fitted A.E.C. engine, 2-speed axie.
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1950 6-wheel LEYLAND platform, excellent con-dition.

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SCAMMELL tractor, 6LW Gardner engine, 14.00 x 20 tyres rear, new, with 2-aske trailer, 17-ft, 6-in, flat extended over turntable, 7 ft., tyres almost new; also low-load trailer, 14-ft, bed, knock-out axle, tyres as new, 21,500, or will split trailer.

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TERMS or part-exchanges welcomed.

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BEDFORD 7-ton 6-cu.-yd. tipper, £475.

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Trader 5-cu.-yd. tipper, £475.

958 Trader 5-ton platform, £495. 956 Thames 4D tipper, £345. 955 Thames Luton van, £465.

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OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS AND TO 5.30 P.M. SATURDAYS.

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88-IN. LAND ROVER, petrol and diesel.

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1955 LAND ROYER, short wheelbase, petrol.
RNS-431

B35

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YORK trailers. Full range nearly always in stock.
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A LBION. 1957, Reiver, Comet engine, platform body, good condition throughout, £1,000.

B.M.C. 1957, diesel, rigid 6-wheeler, platform body, platform body, experience on the condition throughout, £750.

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BelFORD. 1956. 7-ton, petrol, iong-wheelbase, a uninium platform body with wooden floor. £150.

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DEDPORD 1952 R6 diesel Dyson 10-ton serral-tow loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, E850.

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body.

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ALBION Clydesdale tractor unit, fifth-wheel coupling.

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1957 ATKINSON, double drive, 24-ft. flat, fitted
ATKINSON, double drive, 24-ft. flat, fitted
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1950 ATKINSON, 6LW, double drive. 24-ft. flat 950 MAUDSLAY, 6LW, double drive, 24-ft. flat. 650. SCAMMELL, 6LW, 40 x 8 tyres, £650. 1950

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of two M. two.

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A.E.C. Monarch fitted 20-ft, alloy body, 10:00 x 20 tyres, immaculate, C-licence operator, 10:50 til.LiNG-STEVENS fitted 1;500-cu-ft, turniture GUY Otter, 4LK engine, drop-side body, £350.

MAUDSLAY 7.7 fitted new cab, 20ft, body, August of 1952 ALBION Chieftain 16-ft, flats.

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A UGUST, 1952, LEYLAND Comet 90 tractors, 2-speed agles, ex petrol company, choice if Iwo.

1958 BEDFORD-SCAMMELL fitted 2-speed sale, as new company and company of the co

(Continued in next column)

1953 LEYLAND Come: 90, 2-speed sale, Scammell 1952 ALBION HD model tractor, fitted new 5th-under the sale of the s

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NOVEMBER, 1958, COMMER TS3 4-whoeler, fitted with Milshaw double-ram gear, alloy bodies, 16 fit long, choice of two; these machines are in immaculate condition throughout the second transport of the

957 SEDDON, fitted wood coal body.

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1950 A.E.C. Monarchs, fitted new gears and new
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Later 1954 condition, 2235.

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1955 dition. £235.
1955 dition. £235.
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959 BEDFORD CA van, grey, £320.

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1958, beater, £285.
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1957, £295, and £255.
1957, £295, and £255.

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1958 BEDFORD Utilabrake, £375.

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August, FORD 7-cwt. van, one owner £286.

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1956 BEDFORD Workobus, £290.

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1958, 195

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BEDFORD 7-ton R6 short-wheelbase forward-color.

BEDFORD 7-ton R6 short-wheelbase forward-color.

BEDFORD 7-ton R6, short-wheelbase forward-color.

BEDFORD 7-ton R6, 14-ft. by 4-ft. timber fixed sides. 37.3 sides.
36.7 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by
36.7 bedFORD 7-ton, Comet engine, 11-ft. 6-in. by
36.8 DOGGE 66 with Boys—third axie, 15-ft. 6-in.
36.8 by 5-ft. timber fixed sides, choice of two.
36.7 COMMER 783 7-ton 13-ft. by
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides, choice of two.
36.8 comments of the fixed sides.
36.8 comments of 955 COMMER 183 7-ton 13-ft. by timber drop side.
955 COMMER Q4, P6, 10-ft. timber drop-side. 1958 FORD Trader H-D 5-ton, 6D engine, 12-ft.
1954 BEDFORD 7-ton R6, 11-ft. 6-in. steel U
1957 COMMER 7-ton TS3, 11-ft. 6-in. by 2-ft.
1951 LEYLAND Comet 90 short-wheelbase tipper, timber body.

PLATFORM.

1960 LEYLAND Octopus chassis-cab only. 958 FORD Trader 7-ton articulator, 22-ft. Carri-957 COMMER TS3, 19-ft. timber drop-side. 954 SEDDON 6-ton, P6, 16-ft. 3-in. timber flat. 958 B.M.C. 5-ton 14-ft. 3-in. timber flat. 956 BEDFORD 7-ton, R6, 16-ft. timber flat. 956 BEDFORD normal-control 16-ft, 6-in. timber
955 DODGE 6-ton P6, 16-ft. timber drop-side.
957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop957 BEDFORD tractor unit with 23-ft. Scammell
957 FORD Sussex, P6, 18-ft 6-in. timber drop150 Sussex, P6, 18-ft 6-in. timber drop150 Sussex, P6, 18-ft 6-in. 1951 side.
1954 BEDFORD-SCAMMELL tractor unit, 6D engine; choice of two, 1953 SEDDON 6-ton 16-ft, 3-in, timber flat. LEYLAND Comet Model ECOS-4R. 19-ft. timber platform with hard-top tilt.
THORNYCROFT 18-ft. timber double-drop-side. 955 ALBION Chieftain, 18-ft. alloy-framed timber fint. BEDFORD 5-ton cattle truck, 15-ft. 2-decker. 958 BEDFORD forward-control 7-ton G.M.C. 954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat. 954 ATKINSON 7-ton, 18-ft. timber flat. 951 ATKINSON 6-ton, 4LK, 17-ft, timber flat. AUSTIN 2-3-ton petrol, 12-ft. timber flat.
DENNIS Pax, chamis-cab only.
BEDFORD 6-ton, 16-ft. timber drop-side.

1959 FORD Trader, heavy duty, 5-ton, 4D, 15-ft. VANS.

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AUSTIN 5-ton flat, diesel engine, £295.

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1950 8-wheel goulois-curive Filot (win-ram 14-cut-yot-tumber-metal tippers, choice six.

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THE COMMERCIAL SALES DEPT., 799-835 CHESTER ROAD.

PART-EXCHANGES WELCOMED. CONFIDENTIAL HIRE-PURCHASE TERMS AVAILABLE.

B.M.C. 5-ton long-wheelbase flat platform truck, diesel. £450.

51 BEFFORD 5-ton long-wheelbase drop-side truck, diesel. £195.

52 BEFFORD 2-3-ton van, petrol. £125.

AUSTIN 2-ton van, petrol. immaculate condition, £165.

53 AUSTIN 2-3-ton drop-side truck, petrol, £150. 950 BEDFORD 5-ton long-wheelbase platform truck, petrol, good runner, £30.

INVITE YOU TO INSPECT THEIR COMPREHENSIVE STOCK OF NEW AND USED COMMERCIAL VEHICLES.

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NEW 7-ion Thames Trader 160-in-wheelbase chassis-cab.
2-speed axle, 900 x 20 tyres, power steering.
1959 DODGE 6-ion short-wheelbase tipper, P6 engine.
1958 Thames Trader short-wheelbase steel-bodied tipper. 6 cs. 40 db with 14-ft. 6-in. detachable 1956 PORD Thames 4D with 14-ft. 6-in. detachable 1956 AUSTIN 7-ion long-wheelbase platform.

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HAMES 10-12-cwt. van, primer TWO new Merriworth 12-ton 25-ft, straight-frame plat-form trailers, Scammell coupling, 9.00 x 20 tyres, 805-42

RADER artic, unit with Hands automatic coupling RADER 7-ton 6D 138-in,-wheelbase chassis-cab. HAMES 12-seater estate car, yellow

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1954 THORNYCROFT Trident long-wheelbase plat1953 LEVLAND Comet 90 lons-wheelbase platform.
1953 ALBION 8-wheeler HD 57L air brakes, 24-f1
platform.

1958 DODGE 146 R6, 19-ft. platform body. 1955 B.M.C. long-wheelbase tipper, 6-cylinder diesel engine.

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955 ALBION Reiver 6-wheeler, £650.
953 FORD Thames diesel drop-side, £325.
957 B.M.C. Austin normal-control 5-ton, £450. 956 B.M.C. 7-ton diesel platform, 6850. 954 SEDDON 7-ton forward-control, diesel, £400. 954 MORRIS 5-ton forward-control, petrol, £120 1950 BEDFORD 3-way tipper, diesel, £175 1949 MAUDSLAY A.E.C. 8-ton, diesel, £300. 1947 MAUDSLAY 8-ton, diesel, £250.

960 B.M.C. 7-ton diesel tipper, £950 958 B.M.C. 7-ton diesel drop-side, £700. 1958 B.M.C artic., Scammell coupling, £450. 956 BEDFORD 7-ton diesel drop-side, £475. 957 COMMER TS3 7-ton drop-side, alloy, £700.

B.M.C. AUSTIN diesel 5-ton drop-side truck.

COMMER TS3 7-ton diesel drop-side truck. SECOND-HAND VEHICLES IN STOCK.

CARMICHAEL'S FOR COMMERCIALS. PHONE, KEMPSEY 439 and 417. NEW VEHICLES FOR IMMEDIATE DELIVERY.

February 10, 1961-THE COMMERCIAL MOTOR 63 Used Goods Vehicles (contd.)

1959 BEDFORD Utilabrake, immaculate. 956 FORD 10-cwt, van.

956 FORD 10-12-cwt. van.

1950 2-ton Luton.

MOTORS, Walmer Rd., W.10. Ladbroke 3051. 895-149

E.R.F. 8-wheeler, July, 1959, Bedford tractor, 1959, February, 1959; Ford Trader, 1959, dropsided. Phone, Stoke-on-Trent 23434-5. 895-x1437

VICTORIA MOTOR CO. (BRISTOL), LTD.,

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COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK IMMEDIATE DELIVERY.

GOOD USED COMMERCIALS.

HAMES 12-seater, yellow, June, 1959, £415, HAMES Trader 1959 (June) 7-ton 138-in-wheelbase, Teleholst tipping sear, 13-ft, 6-in, wooden body, £875. HAMES Trader 1958 (May) 7-ton 160-in-wheelbase chassis-cab, £550 (May) 7-ton 160-in-wheelbase chassis-cab, £550 (May) Anthony hoist tipper, 5 ton, 108-in, wheelbase, £550. HAMES 7-cwt., November, 1959, ambassador blue, £154. E315. PHAMES 5-cwt. blue van, 1959.

1960, November, LAND ROVER regular (88) dietel. COMPREHENSIVE stock always held.

BEDFORD diesel, passenger chassis, 1.850-cu.

1958 (f. turniture van. acen by appointment.

1958 overhauled, £75, 300 diesel track, thoroughly

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1958 overhauled, £75, 300 diesel, 200 di HALE MOTORS (TOTTENHAM), LTD., THE HALE, N.17. Tottenham 7771 (four lines). 1955 AUSTIN 10-cwt, gown van. in excellent order.
1955, November, FORD Thames hydraulic tipper.
1955, Authony holst, steel body, tip-top condition
1956, Authony holst, steel body, tip-top condition
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NEW COMMER 7-ton forward-control Rootes diesel chassis and cab, air brakes, 5-speed gearbox, 9.00 x 20 tyres, long wheelbase or short wheelbase.

1960 COMMER 7-ton forward-control Rootes diesel control of the control

1958 BEDFORD forward-control 7-ton 300 diesel tipper, 2-speed axie, 9.00 x 20 tyres, good con-

1957, August, B.M.C. 4-cylinder diesel forward-control boxvan, approximately 700 cu. (t., very 1958 LAND ROVER, diesel engine, £465.

ORD, 1960, December, Trader tipper, 7 tons.

NEW GUY Warrior light 8-wheeler, 15-ft. 3-in. wheel-base, A.E.C. engine, suitable for tipper, chassis-cab. A LL the above vehicles immediate delivery.

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957 Thames, 4D, 3 tons, in very good condition, 12,000 miles only.
3-ton Thames 4D builders' truck, 12,000 miles

May. Thames Trader, 7-ton long-wheelbase with Baico extension, 20-ft, drop-side body, 9.00 x 20 tyres, heater, choice of two, 823 each. 1956 BEDFORD 7-ton long-wheelbase Edwo tipper, 1957, October, MORRIS 12-cwt. track with tilt, dition, £185.

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NEW Clydesdale CD21T, complete with gear and body 1949 Chieltain long-wheelbase drop-side, £175.

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1954 DODGŁ 7-ton long-wheelbase, £450.
1957 COMMER TS3 long-wheelbase, air brakes, tholic of two, £575 long-wheelbase, £75.

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1955 COMMER 7-ton diesel, 18-1, platform, excel-1955 ient mechanically, good tyres, £585. SENTINEL, 7-ton diesel, 18-tt, platform, plate placement engine, not yet run in, excellent,

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1958 MORRIS 1-ton van, 15,185 miles, guaranteed, USTIN 4-ton long-wheelbase truck, diesel, 18,095 miles, guaranteed, £685.
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1961 MORRIS B.M.C. 7-ton long-wheelbase tipper, 900 x 20 tyres, Eaton 2-speed axle, drop-sided

body, £1,250.

1959, June, Thames Trader long-wheelbase flat, low frame, 4D, make ideal cattle truck, £575, \$EDDON long-wheelbase tipper, 2-speed axie, 5-speed box, inhs-sided body, £450.

1954 FODEN 6-ton long-wheelbase flat, 4LK, £325.

1954, October, FORD 4D 5-ton tipper, £275,
1953, ATKINSON 6-ton long-wheelbase tipper, 4LK,
1952, S-speed box, high-sided body, £425,
1952, LEYLAND Comet 90 long-wheelbase twin-ram
£650.

5650.

1951, June, ATKINSON 8-wheeler twin-ram (ipper, body, 40 x 8 tyres, 61.W Gardner, 5-speed box, 81,250.

1950, FODEN 8-wneeler double-drop-sided high-sided wooden-body tong-wheelbase tipper, 40 x 8 tyres, 61.W, 5-speed box, 81,000.

1948 DENNIS Max 7-ton long-wheelbase twin-ram (5255.

PHONE or call; exchanges, H.P. settled.

THREE-QUARTERS mile off A6 road, Dicconson Lane,
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1957 B.M.C. 7-ton diesel with power steering, 2-speed axle 9 00 x 20 tyres and alloy-framed body.

class order AUSTIN 1-ton van, in green, owner driven
1957 from new, in excellent order.
1958 COMMER 5-ton drop-side forry, in first-class
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1959 BEFFORD 12-seater Utilabus, 2-tone colour,
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LET us dismantle that vehicle to your specification and return. Wanted, parts; we also need complete vehicles for breaking. Phone now, Lad 6800. North Kensington, London, W.10.

LORRIES and buses, diesel engines, for spot cash, Bayliss, Timberham Works, Lowfield Heath, Crawley, Sussex, Horley 4536,

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Marshal light 6-wheeler. BROWNHILLS MOTOR SALES.

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CRANES CLOSE,

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WE offer for immediate delivery, subject to remaining

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A.E.C. Mercury Mk. II, 7-ft. 3-in. wheelbase, 2-speed axle, 2-speed axle, York third

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A.E.C. Mercury, 17-ft. 3-in.-wheelbase chassis-cab, fitted with either platform or sided body.

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5-TON CLAYMORE AND

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FOR immediate delivery, ALBION Clydesdale 15-ft. wheelbase, fitted with 21-ft. fully panelled drop-side truck body, 6-speed gearbox, tyre equipment, 10.00 x 20

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NEW ALBION CH7TR tractor with Scammell coupling

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ALBION Chieftain tractor unit complete with 25-fr

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February 10, 1961—THE COMMERCIAL MOTOR 65

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BEFORD 7-ton 151-in, wheelbase chassis-cab, 300-cu.-in, diesel engine, 2-speed ayele, 8.25 x 20 tyres.

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BEFORD 25-cwt. Hawson van, 200-cu.-in, diesel engine. FOR FURTHER INFORMATION CALL, WRITE OR PHONE

BEDFORD 8-ton tractor unit, Scammell coupling gear, 300-cu.-in. diesel engine, 1SA, 4-speed gearbox, 750

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A SK your agent for details of the new Boys third axie for the new big BEDFORD 7-ton. zzz-742

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NEW 7-ton 160-in, wheelbase AUSTIN, Pilot twin ram gear, 16-yd body, power steering, Eaton azie, in primer, immer ate delivers, primer, immer ate delivers, primer, immer ate delivers, primer in the primer in the

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ENGINEERS AND BODYBUILDERS. Comprehensive range of Austin vehicles in stock. LONGBRIDGE HOUSE,

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TEW 30-cwt. super-capacity van, choice of petrol or JEW COMMER express delivery van. HAMBLINS OF RUSHDEN.

JEW COMMER 12-ton tractor unit. TEW 7-ton COMMER 13-ft. 6-in. chassis and cab.

FOR immediate delivery, one medium-wheelbase COMMER wooden-bodied tipper, fitted extension sides for coal.

NEW 6-wheel coal tipper with Unipower or York extensions for early delivery.

NEW 7-ton medium-wheelbase tippers with steel bodies.

HAMBLINS OF RUSHDEN OFFER FOR IMMEDIATE DELIVERY:-7-TON SHORT-WHEELBASE STEEL-BODIED TIPPER.

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TEW BEDFORD 4-ton 200-cu. diesel drop-side trucks.

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[1,180].

EW BEDFORD 6-ton 300-cu. diesel drop-side trucks.

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near Crawley, Sussex. Copthorne 109-110,
RETAIL dealers for MORRIS-COMMERCIAL, have
EARLY delivery, MORRIS 5-ton chassis-cab, long
wheelbase, diesel.
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IMMEDIATE DELIVERY, MORRIS-COMMERCIAL.

30-CWT. F.G. petrol boxvan. 2-TON F.G. diesel boxvan.

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7-TON F.G. 129-in.-wheelbase -TON F.G. 129-in.-wheelbase diesel Luton van.

TON F.G diesel boxvan.

13-scater personnel carriers, slatted scats and uphol-stered scats. 13-scater de luze conversion. EXCELLENT delivery of all special-bodied vehicles.

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OR immediate delivery, new SCAMMELL Highwayman 2-30-ton machinery transporter in primer, fitted
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Dunlop litighway rear and Roadtrak Major front tyre
equipment. Full details and specification on request from
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THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. zzz-748

PRIMROSE offers third axle for your SEDDON.

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HALLS (FINCHLEY), LTD.,

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SEDDON diesel vehicles. Full range new freighters, payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

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New Goods Vehicles (contd.)

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SOLE distributors for THORNYCROFT commercial vehicles for London and Home Counties north of can offer advantageous delivery of all THORNYCROFT models.

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New TROJAN 20-cwt. and 25-cwt. vans, personnel waron and rural bus; full range of spares and first-classification of the control of the contr

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NEW TROJAN FOR IMMEDIATE DELIVERY.
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SEE AND TRY THE NEW TROJAN 14-SEATER LUXURY COACH. FOR IMMEDIATE DELIVERY.

Hamblins of Leicester.

498 MELTON ROAD, LEICESTER. Phone 61228.

February 10, 1961—THE COMMERCIAL MOTOR 69

New Goods Vehicles (contd.)

A. SMITH (GARAGES), LTD., Blackburn Rd., Bolton Phone, Bolton 8957. Area dealers for TROJAN and Lambretta commercials. Scottish representative. Andrew H. Smith. Phone, Durvei 461.

NEW TROJAN diesel 26-cwt. and 25-cwt. vana, trucks, personnel and rural bus. Main dealers and part stockists. Call, phone or write.

STANDARD ENGINEERS (GRIMSBY), LTD., Welholme Rd. (grimsby. Phone 55031-2. 895-8295

PARK MOTORS (KINGSTON), LTD. New TROJAN 25-cwt, vans, trucks, coaches, spares and repairs. Leading Surrey distributors. 187-193 London Kingston 7610, 1544.

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EUROPEAN CARS, 1TD., distributors for Long Western districts. Early delivery van, pick-up, Mibus, Kombi and ambulance. 129-131 Brompton S.W.7, Fremantle 7722.

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BERKS, Oxon, for the first time, early delivery of vans, pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St., Reading 51326.

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THE new Boys third axle is available for all maked Ask your agent or apply to Henry Boys and Sons Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-7s

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NEW goods vehicles for immediate delivery,

LBION Caledonian 8-wheel long-wheelbase with 680 cngine, LBION Reiver short-wheelbase tipper.

EYLAND Comet semi-forward-control short-wheelbase tipper complete with Pilot gear and body.

EYLAND Comet semi-forward-control short-wheelbase EYLAND Comet CS3 forward-control tipper complete with Teleboist gear and body.

BEDFORD TK 7-ton forward-control diesel, 18-ft, platform.

REDFORD 35-cwt. diesel drop-side truck. 895-417 JEFFREYS COMMERCIAL MOTORS. Phone, Swanses

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

1950 A.E.C. (9.6) Regal 33-seater Harrington, red cream, certificate of fitness 1964. Pye Motors Ltd., Lancaster. Phone 3553. 896-972

LANSDOWNE.

LIVINGSTONE ROAD, STRATFORD. LONDON, E.15. Leytonstone 4355 and 2384,

1948-49 A.E.C. Mk. III double-decker buscs, not ex L.T.E. certificate of fitness, from £275.

NUMEROUS selection of double-decker busca, coaches and commercial whicles in stock at exceptionally low prices. Write now for our surplus while list to 502 High Rd. Leytonstone, E.11.

1948 A.E.C. Mark III. 9.6-litre all-metal Weymann choice of nime, £395 each. Charles Coppock, Ltd., The Garage, Elim Grove, Cross St., Sale, Cheshire. Sale 5033.

1953 A.E.C., 9.6, Plaxton 8-ft. body, 37 tubular heating, three lift-up roof interior red moquette, excellent condition, finess end of 1963, £1,600. Box CM9527, Commercial Motor,

1952 A.E.C. Mark IV 41-scater Burlingham Spain price £1,100 o.n.o. Johnson's Transport, Lancs. Phone, Shaw 7253; after hours, Oldham Mai

Used Passenger Vehicles (contd.)

56 SEATER A.E.C. nil-metal-bodied double-decker Springall, Ltd., Plumstead Common, S.E.18, wich 5313.

A.E.C., 1948, 33-seater Harrington body, 7.7 engine, very good and clean condition, certificate of fitness April, 1963, £425. Fountain Luxur Coaches, 12 The Green, Twickenham. 896-x1772

A.E.C. Single-decker bus, diesel, 1,200 miles, just overhauled, certificate, £225. Pearl Street Garage, Sheffield. Phone 29139 and 37529. 895-530

BEDFORD

1960. August. BEDFORD diesel Pluxton C-type miles only, clean vehicle taken in part-exchange. C. S. Pegg. Caston, Attleborough, Norfolk. Phone. Caston

1952 BEDFORD 33-seater Planton; 1951 Bedford dition, all new tyres, wheel dies, hesters and radio, repainted black and light are; Apply. T. Farmery, 192 Barneley Rd., South Elmsell, Pontefrace. Phone, South

1951 BEDFORD 34-seater Plaxton 8-ft. full luxury, four years, owher-driver on private hire only, would take car in part-exchange. Apply Box CM9311, care of "The Commercial Motor."

BEDFORD, 1959, high top light bus, 12-seater, genuine mileage, heater, one owner, longitudinal seats, any reasonable offer accepted. Box CM956, care of "The Commercial Motor."

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VINCENT GREENHOUS (WREXHAM), LTD.,

TRIPLEX MOTOR WORKS, WREXHAM, Phone 3431. Evenings and Week-ends 3973.

Evenings and Week-ends 3973.

NEW BEDFORD-DUPLE Super Vega 41-seater, width marker, wheel discs, headrest covers,

1956
BEDFORD-DUPLE Super Vega 41-seater colours marker, wheel discs, headrest covers,

1955
BEDFORD-DUPLE Super Vega 41-seater colours, margon and cream, fitted heater, certificate of hiness to 1966, £2.55
BEDFORD-DUPLE Super Vega 36-seater, to 1965, prices from £1,950, 1954
BEDFORD-DUPLE Super Vega 36-seater, colours cream and blue, fitted heater, certificate of hiness 1964, £1,750, NOTON 56-seater, colours cream and blue, fitted heater, certificate of hiness 1964, £1,750, NOTON 56-seater, colours of hiness 1964, £1,750, NOTON 56-seater, colours of hiness 1964, £1,750, NOTON 56-seater, colours bit of 1962, £4,750, NOTON 56-seater, colours hiness disposition of hiness to 1962, £1,150, NOTON 56-seater, colours hiness and cream, fitted heater and radio, certificate of hiness to 1962, £1,150, NOTON 56-seater, colours hiness and cream, fitted heater, certificate of fitters to 1962, £1,150, NOTON 56-seater, colours hiness and cream, fitted heater, certificate of fitters to 1962, £1,150, NOTON 56-seater, colours hiness and cream, fitted heater, certificate of fitters of 1962, £4,250. DEMONSTRATIONS at your home without oblid

BEDFORD diesel, 1959, 41-seater Duple, heaters, etc., certificate ef fitness April, 1966, in immuculate condition, £3,000, no offers. Box CM9411, care of The Commercial Motor."

895-535

1951 BEDFORD luxury coach. 35-occupatry operator, bargain at £625 o.n.o.

Used Passenger Vehicles (contd.)

V. COLEMAN,

166 MAIN ROAD, SUNDRIDGE, KENT, Brasted 291.

1960, May BEDFORD 41-seater Surper Vega, postrol, iffu-up roof vents, quarter lights, twin heaters, colours Cambridge blue and cream, red interior, 5,000 and 7,000 miles only, as new, choice of two, price 83,250, 1956-47 BEDFORDS, choice of 12, all with current crifficates of fitness.

BEDFORD 26-seater coach, reconditioned engine, mile-age 27,000 good condition, coachwork red. Box CM957, care of "The Commercial Motor." 985-328

1956 BEDFORD Duple 36-seater, certificate of fitness 1964, one operator from new, £1,700. 282 King St., Hammersmith, W.6. R/v 7737. 895-465

BEDFORD 30-seat utility, 1942, excellent mechanically, certificate just expired, to clear, £85. Phillips, Shiptonthorpe, York.

COMMER

1949 COMMER Avenger 33-seater coach, excellent condition throughout, certificate to 1962, 6375

GALWAY SMITH, LTD., Domestic St., Leeds 11
Phone 30837.

1956 TS3 Plaaton 41, Perspex domes, heaters, de-misters, radio, headrest covers, interior green, exterior red and grey, certificate of fitness 1966, £2.30, leknield Garage. Tring Herts Phone 2371. 896-x1759

1960 COMMER Plaxton 14-seater full luxury coach, diesel, radio, public address, all extras; 1960 Commer Avenger Duple 41-seater, quarter lights, red moquette. Phone, Nottingham 89055. 895-x1774

FODEN

1952 FODEN 38-seater full-front luxury observation diesel engine, very smart-looking vehicle, tyres good, vehicle just acquired from H.P. company at great financial loss, a real bargain, £475, easily converted to 41-seater. Lansdowne Frating Works, Frating, Essex. Phone. Leystonstone, 4355.

LEYLAND

LEYLAND TD7 56-seater, certificate of fitness 1962 in fair condition, £110. Apply, Jackson, 11 Halliwell 8t., Chorley. Phone, Chorley 3074-5.

1950 Comet, 33, Strachan, radio and heater, certifi-cate of fitness 1964, first-class condition throughout. Thornton Heath 6422.

BYLAND PDI low-bridge full-front double-decker.

Burlingham 8-ft, body, 7-4 engine, enclosed platform purcel rack, Perspace sunshine roof, certified. A Brooke, Gt. Houghton, near Barnsley. Phone. Wombwell 3203, 547-76

MORRIS

1959 MORRIS 14-seater coach, Kenex conversions, B.M.C. diesel engine, cost new £1.600, very little used, certificate of fitness to 1966, price £1,075. All applications to Parke House Garage, Melton Mowbray. Phone, Melton Mowbray 3722.

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Seddon Wanted

SEDDON buses and coaches, years 1949-52, required.
Offers to Unive Unity Parts, Ltd., 107-115 Long

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1952 SENTINEL 37-seater Gurney-Nutting, reconfitness 1962, quantity of spares, price £475. Phone, S Douglas. Byfield 565.

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DISTRIBUTORS OF TROJAN VEHICLES.

TROJAN luxury coach, 14-seater public service vehicle, seven years' certificate, Dunlopillo headrest, luxury seats, fitted diesel engine giving 45 m.p.g., £1.475 ex TROJAN 13-seater rural bus, public service vehicle, seven years' certificate, £1,175 ex works.

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UNCLASSIFIED

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD Duple Super Vega 41-seaters, early delivery.
FEW A.E.C. Reliance Duple Britannia 41-seaters, front rentrance, early delivery,
Figure 1. Seaters of the seater, immediately for the seater of the seater

New Bedford Set Fanance and Seagult 70 41-seater. New A.E.C. Relance Burlingham Seagult 70 41-seater. 1955 heater, recertified 1965 one owner, £1.550.

1954 heaters, recertified 1964, £2.675.

1951 LEVLAND Royal Tizer Burlingham Seagult 39-seater, radio and heaters, certified 1964, £2.675.

1951 LEYLAND Royal Tiger Bellhouse 41-seater, 1951 £1,100.
1950 radio and heater, certified late 1964, £575.

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1960 COMMER T33 trucks, low mileage, choice of two. 5925.
1960, June. Thames Trader 7-ton long-wheelbase tyres, 9,000 miles only, £895.
1950, November, AUSTIN-B.M.C. diesel 7-ton long-wheelbase tyres, 9,000 miles only, £895.

1958 BEDFORD, Leyland engine, 7-ton long-wheel-base truck, ex C-licence operator (wholesale

CONTAINERS.

1959 THAMES Trader 7-ton long-wheelbase truck, 1,100-cu-ft. capacity, £875.

ARTICULATORS.

1960 THAMES Trader artic. unit and 25-ft. 12-ton Volve Helpt Tile europe. 1960.
1958 BEDFORD-SCAMMELL 10-ton diesel artic. 1954 BEDFORD-SCAMMELL 10-ton diesel artic. 1954 BEDFORD-SCAMMELL 10-ton diesel artic. 1954 BEDFORD-SCAMMELL 10-ton diesel artic. 1955 BEDFORD-SCAMMELL 10-ton diesel artic. 1956 BEDFORD-SCAMMELL 10-ton di

LUTON AND BOXVANS.

1,000 CU.-FT. 1960 THAMES Trader, 4D diesel 800 CU.-FT. 1957 FORD 4D diesel, Luton type van, and C.-FT. 1954 BEFFORD 3-ton boxvan, separate CD.-FT. 1954 B 800 °CU - FT 1954 BEDFORD 3-ton boxvan, separate cab, £275 °CU - FT 1955 AUSTIN-B.M.C. diesel 3-ton box-600 °CU - FT 1955 AUSTIN-B.M.C. diesel 3-ton box-600 °CU - FT 1955 AUSTIN-B.M.C. diesel, 3-ton box-600 °CU - FT 1957 AUSTIN E.D.2 30-cwt. Luton van, £325 °CU - FT 1957 AUSTIN E.D.2 30-cwt. Luton van, £325 °CU - FT 1957 AUSTIN E.D.2 30-cwt. Luton van, £255 °CU - FT 1956 °CD AD diesel, 30-cwt. van, £255 °CD AD diesel, 30-cwt.

TIPPERS.

1959, November, THAMES Trader 7-ton short-tupper, 7-cu.-yd. drop-side body, 14,000 miles from new. £825, 1956, December, BEDFORD 5-ton long-wheelbase, drop-side tipper, wooden body, one C licence

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1948 DENNIS 1,200-gallon tanker, three compartments, very sound vehicle, £100.

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Bow Road is a continuation of the Mile End Road. (We are 30 yds. from Bow Road Tube Station.) Advance 5242 or 6495.

COMBERHILL MOTORS, LTD., INGS ROAD, WAKEFIELD.

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INGS ROAD, WAKEFIELD.

New 1961 BEDFORD SB1 diesel (and SB3 petrol) 1.41-seater Plaxton Embassy, five now available. IEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, three now available. IEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, three now available. IEW 1961 BEDFORD SB1 diesel 41-seater Duple Super Vega. 2-speed azie, one available. IEW BEDFORD SB1 diesel 41-seater Duple Super Vega. 2-speed azie, one available. IEW MORKIS JZ (petrol engine) 13-seater Minibus. IEW MORKIS JZ (petrol engine) 13-seater Minibus. IEW MORKIS JZ (petrol engine) 13-seater Duple Super Vega. heater, radio, choice of three. Duple Super Vega. heater, radio, choice of three. Duple Super Vega. AE.C. Reliance, 7.75-blue, in-seater Duple Super Vega. heater, choice of three, certified 1963-2. 1955 BEDFORD SB3 petrol 41-seater Burlingham Seaguil Seater, shoice of three, certified 1963-2. 1955 BEDFORD SB3 petrol 41-seater Duple Super Vega. heater, choice of three, certified 1963-5. 1955 COMMER TS. diesel Public Seaguil, heater, shoile of three, certified 1963-5. 1955 Seaguil, heater, shoile of three, certified 1963-5. 1955 Seaguil, heater, shoile of three, certified 1963-62. Commerce of three Seaguil, heater St. diesel Duple Super Vega. heater, Ts. diesel Duple Super Seaguil, heater, choice for three, certified 1963-62. Commerce of three Seaguil, heater, radio, choice two. 1955 Seaguil, heater, radio, choice wo. 1955

HIRE-PURCHASE FACILITIES, EXCHANGES,

Phone, Wakefield 6771 (10 lines). 895-376

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.,

LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE HIGH ROAD,

PONDERS END. ENFIELD. MIDDLESEX. Howard 1266.

25-27 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1. Phone, Victoria 6033.

NEW A.E.C. Reliance, air brakes, Harrington Cavalier 41-scater coachwork, glass roof quarters, Formica panels, heaters and other extras fitted, immediate delivery In primer.

149-scater coachwork, beaters, Formica panels and other extras fitted, immediate delivery, in primer.

150-scater coachwork beaters, Formica panels and other extras fitted, immediate delivery, in primer.

150-scater, central entrance, glass roof quarters, heaters, central entrance, glass roof quarters, heaters, extraction of the company of the company

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

USED COACHES EX STOCK:-BEDFORD.

1959 SBI 300 cu. in. diesel, 41-seater Burlingham, red moquette, radio, heaters, finished green, certilises 1966.
1957 SB3 petrol, 41-seater Burlingham, red moquette, finished twory-red, certificate of fitness 1964.
1957 finished hue, certificate of fitness 1964.
1958 Be petrol, 41-seater Duple, 2-speed aske, green moquette, finished green-grey, certificate of fit-

1956. SB petrol, 41-seater Duple, 7 ft. 6 in. wide, red moquette, radio, heater fitted. finished oranse-cream, certificate of fitness 1961.

1954 SB petrol, 38-seater Duple, beige moquette, finished blue, certificate of fitness 1964.

1953 SB petrol, 38-seater Duple, 2-speed axie, 75 petrol, 38-seater Duple, 2-speed axie, 58 petrol, 38-seater Duple, 2-speed axie, 58 petrol, 38-seater Duple, 2-speed axie, 50 petrol orange, finished blue, certificate of fitness, 50 petrol orange, 38-seater Duple, 2-speed axie, 50 petrol orange, 50

A.E.C.

1958 Reliance, 43-seater Duple, front entrance, radio, heaters, glass roof quarters, many extras, finished metallic blue, immaculate condition, certificate of finess 1965.

finished metallic blue, immaculate constitution, sectional finises 1962.

1952 Mark IV. 41-scater Burlingham, central entrance, automatic chassis lubrication, heaters, finished maroon-grey, certificate of fitness 1962.

1951 Mark IV, 41-scater Heaver, glass roof quarters, entrance, certificate of fitness 1961.

1949 Mark III, new Yeates 35-scater coachwork, finished blue, certificate of fitness 1962, choice of three.

1948 Mark III, new Burlingham 37-scater full-front coachwork fitted 1952, red moquette, finished blue, certificate of fitness 1962, entranced full-front coachwork fitted 1952, red moquette, finished blue, certificate of fitness 1962.

LEYLAND.

1952 Royal Tiger, 35-seater Bellhouse-Hartwell special fitness 1964.

CHOICE OF SEVERAL 1947-50 PSI-2 DUPLE HALF-CAB 35-SEATERS, SUITABLE FOR WORKS CONTRACTORS.

COMMER.

1959 TS3, fitted 5-speed overdrive gearbox, air coachwork, red moquette, Formica panels, heaters, low mileage, finished blue, certificate of fitness 1966.
1956 panels, heaters, finished blue, immaculate condition, certificate of fitness 1961.

CHOICE OF SEVERAL DENNIS, FODEN, COMMER AVENGERS AND AUSTIN COACHES. ALL WITH CURRENT CERTIFICATES OF FITNESS.

WE ARE PREPARED TO ACCEPT THE FIRST REASONABLE OFFER FOR ANY OF THE USED COACHES LISTED ABOVE. YOU ARE WELCOME TO INSPECT AND TEST ANY COACH, AFFER WHICH PRICES WITH OR WITHOUT PARTEXCHANGE CAN BE DISCUSSED IN STRICT CONFIDENCE. CONFIDENCE.

COMPREHENSIVE RANGE OF USED A.E.C.. LEYLAND AND BEDFORD COACHES, PETROL AND DIESEL, IN STOCK FOR IMMEDIATE DELIVERY. FOR FURTHER DETAILS CONTACT OUR DEPOTS

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SUDBURY, SUFFOLK Phone, Sudbury 2301.

LODGE GARAGE, WHITEHALL ROAD WEST, GOMERSALL, NEAR LEEDS

OWING TO SHORTAGE OF SPACE SLASHING REDUCTIONS IN PRICES OF ALL VEHICLES

NEW MACHINES. 1961 1961

Reliance, fitted with 41-seater Planton body, duo grey and red exterior, with red fitted with heaters, glass roof quarters, top sliding windows, central entrance with

Tacks, top anothing windows, central envance.

R. Rediance machines, fitted with either Plaxfon, choice of colours and specifications.

FORD Trader, fitted 41-seater Plaxfon full-front juxury body, cream and red exterior, with red and grey tacks and wheel disc.

FORD Traders, fitted with Plaxfon, Duple or Burlingham bodies, colours and specifications to choice.

Port Traders, fitted with Plaxfon, Duple or Burlingham bodies, colours and specifications to choice.

Berringham bodies, colours and specifications of the Berringham bodies, colours and specifications of the Berringham bodies, colours and specifications to choice.

TROJAN 41-seater coach, in primer and fitted with

FIRST-CLASS USED MACHINES.

1960, June, BEDFORD SB1 diesel 41-seater Plaxton cream exterior with red interior, C-type bodie with raised-up floor, side domes and many extras, 16,00 if six.

ic, BEDFORD SBI diesel 41-seater Duple
dies, cream exterior with red interior, many

carras, 15.000 mites. DFORD diesel, fitted with Berlins1960. The property of the property of

Croice of two.

June, FORD Thames Traders, 41-seater traders, 41-seate

with red and grey interior, one-owner macmines ame absolutely as new.

1959 FORD Thames Trader, fitted with 41-acater choice of six machines, fitted heaters, lift-up roof, armicats, for lights, etc., &-type moulding.

1959 Hills, etc., &-type moulding.

1950 Hills, etc., &-type mou

1959 BEDFORD SB3, petrol, with Plaxton 41-seater body, finished in every with red interior.

1737 body, nnisned in iron; immaculate throughout.

1957 BEDFORD petrol 42-seater service bus, Duple body finished in red and cream and fitted with heater all leather seats, in first-class condition.

1956 Plaxton and Duple bodies, various colours and

1956 REDFORD buyle bodies, various colours and sexifications ton and pulpe bodies, various colours and sexifications.

1956 COMMER TS3 with Eaton 2-speed axle, Duple red interior, fit ed with heater, glass roof quarters, tubular racks, top sliding windows and Formica casing panels.

1956 41-sec ter body finished in cream with autumn tim interior and fitted with glass roof quarters, tubular racks, public address system, armersts and Formica casing panels, certificate of fitness to 1966.

1956 BEDFORD with 41-seater Pleaton body, pink heater, glass "nof quarters, tubular racks and Formica casing panels, certificate of fitness to 1966.

1956 BEDFORD, 41-seater body by Duple, choice of two in blue and ivory with red interior, lift-up roofs and Formica casing panels, certificate of fitness to 1966.

1955 The Seater bodies finished in cream with autumn tim interior, manaculate condition.

1955 COMMER TS3 with 2-speed axles, choice of 1955 COMMER TS3 with 2-speed axles, should not be accorded to the finished in cream with autumn time interior and fitted with lift-up roof and Formica casing panels, certificate of the seater bodies finished in cream with autumn time interior and fitted with lift-up roof and Formica casing panels, certificate of the seater bodies finished in cream with autumn time interior and fitted with lift-up roof and Formica.

1957 March 2007 March 2007 With 2-speed axles, 30-seater bodies finished in cream with autumn time interior and fitted with lift-up roof and Formica.

casing panels.

1955, May COMMER T33 with Eaton 2-speed asie, increase an increase and favorable to the common that with cream and fawn 1950 BEDFORD 29-seater Plaxton.

THE FOLLOWING MACHINES ARE TO SELL AT

KNOCK-OUT PRICES TO CLEAR.

NO PART-EXCHANGES TAKEN AGAINST THESE VEHICLES.

1956 ROLLS-ROYCE Harrington Contender 27-seater, immaculate condition and fitted with automatic transmission. Iffcup roof, juxury seats with armress and condition and beauty seats with a services, 2.25 and 1955 seats and lift-up roof, Eason 2-peed axle, e1,100.

1954 BEDFORD, 37-seater Burlingham body finished in red and ivory with fawn and red interior,

(Continued in next column)

Used Passenger Vehicles (contd.)

1954 SENTINEL, choice of four, 40- and 44-seater service buses, certificate of fitness to 1964, £700 1954 SENTINEL, full-front 35-seater body finished in red with red interior, 5-speed box, certificat

1954 rela with red interior, 3-seater body minished in of annex of the seater planton body, petrol interior and fitted with heaters, lift-up roof and Formica casing annes, certificate of fitness to 1963.

1953 BEDFORD, petrol, 36-seater planton body, petrol angine, finished in cream with autumn tint interior and fitted with better, lift-up roof, and Formica casing annes, certificate of fitness to 1963.

1953 BEDFORD, petrol, 36-seater body, on 9.00 key for the seater planton with red interior and fitted with lift-up roof, e1.200.

1953 COMMER Contender, 27-seater body, on 9.00 key for the seater planton with lift-up roof, petrol pe

1949 - 50 A.E.C., 9.6 engine, 33-seater Windover body, choice of two £275 each.
1947-8-9 LEYLAND PSI, choice of six at £250 each.
1949- body with Plaston full front, finished in red and cream, certificate of fitness to June, 1964.
1948 Burlingham body with Planton full front, finished in red and cream, certificate of fitness to June, 1964.
1948 Burlingham body with Planton full front, finished in red and displayed by the Planton full front, finished in red and displayed by the Planton full front, finished in red and displayed by the Planton full front, finished in red and displayed by the Planton full front, finished in red and finished in red and finished for the finished in red and finished full front, finished in red and finished full front, finished in red and finished full front, finished in red and finished full front finished f

Few BEDFORD 29-seaters, 1947-1950, at £200 each Few BEDFORD 29-sensers, 1787

CHOICE of a further 50 machines in atock. Your inquiries welcomed.

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1956 BEDFORD Super Vega, 41-seater full luxury

1956 Duple body with Perspex quarters. Formics

side panels, heaters, public address system, interior fawr

and red moquette, in good clean condition throughout

and red moquette, in good clean condition throughout, just been recertified; choice of two.

1955 Burlingham Seaguli body, front entrance, radio and heater, in good clean condition throughout, certificate of fitness 1965.

1955 BEDFORD Super Vega, 41-senter full luxury
Duple hody, fitted with radio and heater.
Formica side panels, top sliding windows, interior autumn
tint, in good clean condition throughout, certificate of

finess 1965.

1955 COMMER TSJ, 39-seater full luxury Plaxton Venturer body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of

1954 BEDFORD Super Vega. 36-scater full luxury vents, in good clean condition throughout, certificate of

htness 1964.

A.E.C., 9.6 engine, full-front 39-scater full 1952 luxury Whitson observation coach, good tyres, in good clean condition throughout, one owner since new certificate of threas when the state of the st

of fitness 1965.

1950 Model BEDFORD Vista, hand-operated door, heater, Formica side panels, in agood clean condition throushout, certificate of fitness 1963.

1947-6 BEDFORD Vistas, 29-scatter Duple bodies, certified 1961-62; choice of several.

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196 FORD Duple Yeomen. BEDFORD Yeates Fiests.

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THIS CHASSIS IS ALSO AVAILABLE WITH FULL
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1959 BEDFORD SBI proper seat the seat of the

coachet.

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1949 BEDFORD Duple Vista 29, high-back seats.

sverase condition.

1954 BEDFORD Duple Super Vega 36 (plus courier),
1952 Red and cream, red moquette, very good.
1952 AE.C. Ms. IV (underfloor) Burlingham Seaguil
1972 41, marcon and cream, red interior, very well
1972 very clean inside and out—in fact, & first-class

1952 A.E.C. Mk. IV (underfloor) Burlingham Seagul

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Inowa Continental fouring fiet.

1958 BEDFORD Duple 41-seater coaches, exterior ivory and red, seating in red patterned moquette, many extrassichoice of two top-quality machines.

1955 BEDFORD Plaxton 36-seater, certificate of fitness of the seating of the seater of t

1954 BEDFORD Duple 36-seater, R6 engine, certificate of fitness, 1964, exterior blue and cream with blue moquette seatine, form a more seatine, form a fitness, 1964, exterior blue and cream with blue moquette seatine, form a fitness of the seatine seatine, for the seatine sea

1951 A.E.C. Burlingham 41-seater full luxury coach schooled in 1955, certificate of fitness 1965, excellent value

1951 LEYLAND Royal Tiger Windover 39-seater coach, many extras and very reasonably priced. 1952 LEYLAND PSI Planton 37-seater, certificate of fitness February, 1963, exterior black, very clean machine.

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ALL-METAL

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1948 LEYLAND PSI, 7.4-litre oil engines, bus type, 34 seats, in blue moquette and leather, from entrance, coachwork by Northern Coachbuilders, certificate of fitness 1964, in exceptional clean condition, price £395, 1943, 44 GUY Arab, powered by SLW Gardner oil cates of fitness December by Weymans. 56 seats, certificate of four, price £225 each.

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1944 BUY Arab, bl.W Gardner oil engines, bodies, of fitness Aperla of the fitness of the fitn

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1947 - 48 Mark III and R.T. type A.E.C. double-searer Meter's all-metal bodies, fitted late-series low-mileage 96 A.E.C. diesel engines (some under 15,000) in super mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness to 1961-62, choice of four, price £500-650.

1961 FORD Traders with 41-seater Burlingham and immediate delivery, some in colour, others awaiting painting instructions, available for inspection and immediate delivery, some in colour, others awaiting painting instructions, available for inspection at Burlingham and Duple works, choice of 10, 1952 LEYLAND Beadles with Beadle all-metal 35-beckel high-backed luxury seating, etc., in immediate mechanical and body condition, some with certificate of finess to 1962 others just recertified in December, 1964. Choice of 16, price 1950. Beadles, all-metal full-huxury certificate of finess to 1962 others bodies, front entrance siding door, centre roof-lights, Continental interior racking, strip lighting, fitted 7.7 A.C., diesel engines, certificate of fitness expirated 7.7 A.C., diesel engines, certificate of fitness to 1962, choice of two, price 5600-6505.

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10, price £550-£275.

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1943

1948

LEYLAND PSIs with 35-seater Willowbrook low-mileage PSI engines, in excellent mechanical and bodies. Bitted low-mileage PSI engines, in excellent mechanical and bodies of the process of the

and Dalmier with Willowbrook and Duple bodies, £175 each.

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SUPER coach seats. Several sets of press-button control reclining full huzary Continents! seating, very high-headrests. Cost when new £550-£600. Very little used since 1954-57. Price £60 per set.

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NEW 1961 Burlingham 41-seaters. NEW 1961 Plaxton 41-seaters. NEW 1961 Duple 41-seaters.

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1960 Model BEDFORD 41-scater Duple, radio. 1959 Thames Plaxton 41-scater.

1959 BEDFORD Plaxton, quarter lights and many extras.
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959 BEDFORD Yeates 41-seater, choice of two.

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1958 BEDFORD, Leyland Comet Duple.
1957 COMMER Plaxton 41-seatmany extensions. BEDFORD, Leyland Comet engine, 41-seater Duple. COMMER P:axton 41-seater, armrests and many extras. COMMER Plaxton 41-seater.

956

1956 BEDFORD Plaxton 37-seater.
1955 COMMER Plaxton 41-seater, armrests and many extras.
1955 BEDFORD Burlingham 35-seater.

1954 LEYLAND Tiger Cub with 41-seater. 1954 BEDFORD Plaxton 38-seater, choice of two

1954 A.E.C. Duple 41-seater, 1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Duple 37-seater

1952 BEDFORD Planton 33-seater. 1951-52 BEDFORD Duple 33-seater, choice of three.

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1957 COMMER TS3 41-seater Plaxton; choice of volument of the comment of the comment

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1951 LEYLAND PS1 37-seater Burlingham, certificate of fitness 1964, new seats and excellent tyres

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1950 COMMER Avener, 33-seater, certificate of finess Sentember. 1962.

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1949 GUY Arab 33-seater coach, Gardner 51-W power unit, certificate of fitness 50-, £25-, 1930 frame 53-seater, low-bridge double-deck coachwork, certificate of fitness up to 1962, good order, prices from £275; choice of several.

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1952 A.E.C. Mark IV Burlingham Scaguil 41-seater.

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WE HAVE JUST PURCHASED 100 A.E.C., DAIMLER, GUY SINGLE- AND DOUBLE-DECKER TYPES, ALL IN GOOD CONDITION AND CARRYING GOOD CERTIFICATES OF FITNESS.

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1956 BEDFORD Plaxton 41-seater super luxury coach, this machine is definitely unmarked and new condition throughout and cannot be repeated,

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1953 DENNIS diesel-engined Falcon, 33-seater fullinformatical and an an analysis of the property of the

A.E. C. diesels, excited bisses, 8-ft. bodies, 7.7
A.E. C. diesels, certified 1962, £275 each, Lyand Guesels, certified 1962, £275 each, Lyand 1950 bodies, excellent angle very clean (throughout, and 1950 bodies, excellent angle very clean (throughout, ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new

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1961 Models BEDFORD SB1 diesel, Duple bodies, 5-speed gearoocs, list price.

1961 BEDFORD Diesel Plantons, standard bodies.

1961 BEDFORD diesel, Planton C body, 2-speed BEDFORD diesel, Planton C body, 2-speed gearer, see SEDFORD perior Duple 41-scater, guas root gearer, necessary, see a second perior diesel, Planton C body, 2-speed guarters, heaters, red interior, maroon-lvory exterior, choice of two, mmasculate veal-ties, 8.3.250, per exterior, choice of two, mmasculate veal-ties, 8.3.250, per extras, autumn tint interior, pink-grey exterior, certificate of fitness 1960, 8.5.750.

1959 BEDFORD PSV 11-seater, green-cream exterior, 6 fitness 1960, 8.5.750.

BEDFORD PSV 11-seater, green-cream exterior, 6 fitness 1960, 8.5.750.

1958 BEDFORD Vegas, 37-41-seaters, red interior, 1958 green exterior, enoice of three, £2,850. BEDFORD pertol Duple 41-seater, green very clean, certificate of fitness March, 1961, £2,600, very clean, certificate of fitness March, 1961, £2,600, or can be considered to the control of the con

1955. 2.1. Stairnov, very cican, certificate of fitness June, 1965. 2.1. SteDFORD Veates 36-seater, red interior, fitted 1955 heater, certificate of fitness 1965, £1,650.

1954 BEDFORD Plaxton 38-seater, red interior, cican, certificate of fitness 1964, £1,950.

1953 interior, 7 ft. 6 in. wide, one owner only, very cican, certificate of fitness 1963, £1,650.

1955 DENNIS Fatcon, 33-seater Strachan body, certificate of fitness 1963, £550, £1,650.

1955 BEDFORD Yeates, 35-seater Strachan body, certificate of fitness 1963, £1,650.

£1,475. 1951 seats, blue interior, green-cream exterior, certificate of filmes June, 1961, £1,450. 1950 ALBION diesel 31-exater, Reading bodies, very clean, certificate of filmes 1/562, choice of two.

1930 clean, certificate of fitness 1552, choice of two.
1947 LEYLAND FS1 34-seater buses, rear entrance,
1946 7-19 BEDFORD OB chassis, fitted 29-seater
1946 7-19 BEDFORD OB chassis, fitted 29-seater
1947 Harriagton bodies, high-backed seating, fitted
1950 Experience of the seater o

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PASSENGER TRANSPORT SPECIALISTS. NEW BEDFORD SB8 (Leyland Comet engine), 41-scates Duple couches.

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FEW COMMER Avenger 41-scater Duple coach, one

New COMMER Avenger 41-seater Duple coach, one only.

ALL initial be with early delivery and finished to your 1960 coaches, choice of three, £3,450, 1950 coaches, choice of three, £3,450, 1950 choice of six, Michelin X tyres, air brakes, beater, painted to your instructions, etc. £3,450 Duple coaches, except instructions, etc. £3,450 Duple coaches, etc. £4,450 Experience, etc. £4,450 Expe

1953 BEDFORD petrol 35-seater (and courier), Dup coaches, choice of .vo, glass roof quarter 1933 coaches choice of vo, glass root quartern-heaters, etc., \$1.450.
1952 LEVLAND Royal Tiger 41-seater Yeates coach, and the bakes, heaters, etc., \$1.800.
1952 A.E.C. Mk. IV 41-seater Yeates luxury coach, 1953 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £830, 1951 BEDFORD petrol 33-seater Thurgood coach, 2700.

1951 BEDFORD petrol 33-seater Thurgood coach, 2700, DAIMLER Freeline 43-seater Metalcraft coach, certified 1962, £1.400.

SPECIAL OFFER:-1951 LEYLAND Royal Tiger 39-seater, Beccles coach, recertified to 1964, £1,000.

50
DIESEL 33-SEATER HALF-CAB AND 29-SEATER
PETROL COACHES AT £150-£500, OR AVAILABLE

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February 10, 1961—THE COMMERCIAL MOTOR 73 (Supplement)

Used Passenger Vehicles (contd.)

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COACH SPECIALISTS.

IMMEDIATE DELIVERY. 1960 41-seater BEDFORD SBI Burlingham, red interior, 23,500.
1959 BEDFORD Duple Super Vega, SB3, radio, heaters, etc., red interior, £1,250, del-seat SEDDON, Bited A.E.C. engine, immaculate throughout, mileage 33,000 miles.

1958 BEDFORD SB3 41-seater Yeates Europa, red interior, blue and ivory exterior, radio and

1930 interior, blue and ivory exterior, radio and heaters.
24.50.ater BEDFORD Duple, radio and heater, 1956 red inferior, red and ivory exterior, £2,575.
1956 the state of th

three, it iness 1964, floral moquette, heaters, choice of three, it is an inessent and inessent

LEYLAND Royal Tiger 31-seater, to clear, 61,200.

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1960 Thames Trader Al-scater Duple Super Vega.
red interior, grey-red exterior, fitted beater, wheel discs, etc., mileage 19,000, as new.
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1951 Model LEYLAND Royal Tiger Harrington Wayfarer, blue interior, grey recellent tyre equipment.

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1950 commercial tyre and order, autumn tint interior, cream and blick valence, certificate of fitness 163, 1950 sutumn tint Interior, prevention for the centers, certificate of fitness 1964.

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NEW 1961 BEDFORD diesel 41-scater Super Vega, fitted with 5-speed box, red moquette, in primer, mmediate delivery.

1960 BEDFORD diesel 41-seater Super Vega, exterior cream-red, certificate of fitness to January. 1957.
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1968. BEDFORD petrol 38-seater Super Vega, exterior maroon-srey, certificate of fitness 1961.

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1959 BEDFORD Super Vega (41), petrol, 8-ft. wide, many extra and green, red upholstery, seasonal use, 1958 BEDFORD Super Vega (37), petrol, similar to above, £2,750. (Can be made into 41-seater.) 40 MIN (1958 BEDFORD Super Vega (41), petrol, 7-ft. 6-in. (clean, £2,500, (40), petrol, one owner, tell petrol, pe 1959 BEDFORD Super Vega (41), petrol, 8-ft. wide, grey and green, red upholstery, seasonal use,

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cream with blue reflers, immaculate, 63,150.
BEDFORD Bas petrol Plaston 41-seater, red
interior, heaters and radio, exterior
cream with blue reflers, immaculate, 63,150.
BEDFORD SB3 petrol Plaston 41-seater, red
interior beaters, etc., choice of two, 63,150.
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interior with heaters, exterior grey and red,
choice of three in very nice order, £2,750.
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immount certificate of fitness 1966, 19,000 mites, 1955 COMMER Beadle 41-seater, red upholstery, cate of fitness 1961. When the seater burlingham Seaguil 1951 A. E. h. heters, red interior; also 39-seaters, blue interior, certificate of fitness 1961. The seater burlingham Seaguil interior, certificate of fitness 1961. Seater coach bodies, two heaters, certificate of fitness 1963, choice of several.

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SH HILL, ERDINGTON, BIRMINGHAM, 23. MARSH HILL. Phone, Erd 7239 and Erd 2488.

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1952 LEYLAND Royal Tiger Harrington 41-scater, dorsal fin. blue, red interior, certificate of fitness April, 1962.

1951 EVLAND Royal Tiger, Yeates body, 41-seater, 1951 blue and cream, red interior, certificate of fitness 1966; choice of two two controls of the seater, 1951 LEVLAND Royal Tiger, Duple body, 41-seater, 1951 blue and cream, red interior, certificate of

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ALL the above vehicles have been maintained by ourselves since new.

1948 FODEN, 6LW Gardner engine, Windover body, 1963.

DOUBLE-DECK buses 58 seats, in running order: two
1947 A.E.C. Resent Mark III, A.E.C. 9.6-litre engines:
one 1948 Dalmiler CVG6; also one 1948 Dalmiler CVG6 68
and engine spare parts for above chassis, and also A.E.
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EYLAND and Guy double-decked buses, choice of certificates of fitness from 1961 to 1963, prices fr £175 each

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1957 BEDFORD Duple Super Vega 41-scater, petrol. choice of three, certificate of fitness 1964.
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1952 BEDFORD Duple Vega 33-scater, certificate of fitness 1962.

1952 BEDFORD 37-seater Gurney Nutting, reconditioned engine, certificate of fitness 1963.
1951 A.E.C. Mk. IV 39-seater Burlingham Seaguil body, radio, heaters, certificate of fitness 1961.

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KINGSLAND AND SONS (CAMBERWELL), LTD., 1952 LEYLAND Royal Tiger, 41-scater, Burlingham.

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1947 GUY, 35-seater, full-front body by Plaxton, rebodied in 1952. 41-SEATER Thames, body by Plaxton, available for immediate delivery.

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1961 Two FORD Yeoman Duples. 1961 Two FORD Yeoman Burlinghams.

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PART-EXCHANGES, H.P., etc.

14 -Seater Commer coach, heater and radio, £550; 1952 Bedford 37-seater, £1,350; 1956 Bedford 41-seater, £2,500; 1956 Commer 41-seater Plaston, new engine, Michelin X, £2,535; 1950 Dennis 35-seater Duple full front, certificate 1964, £610; 1950 Abbion full front, certificate 1964, £560; 1948 Bedford 29-seater, certificate of finess 1963, £175. Pieme phone H, Shaw, Market

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MAIN FORD THAMES P.S.V. DEALERS. STATION BRIDGE, WEALDSTONE, MIDDLESEX.

1954 COMMER TS3 Plaxton 41-seater, Eaton speed, certificate of fitness 1964.

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ALL ready for immediate service.

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COACHES AND COMPONENTS, LTD., 469-475 HOLLOWAY ROAD, LONDON, N.7.

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ARLINGTON MOTOR CO., LTD., LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS,

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IMMEDIATE DELIVERY FOR

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BEDFORD SB3 petrol Dup'e 41-seater Super Vega. K mouldings, armrests, other extras fitted, finished pink-grey; this coach was exhibited on the Duple-Hendon stand at Earl's Court Show.

BEDFORD SB8 chamis, 350-cu.-in. oil engine, D 41-seater Super Vega, 8 ft. wide, glass roof quar K mouldings, heaters, radios many other extras, fini

DECFORD SB1, 300-cu.-in. oil engine. Eaton 2-speed axie, Duple 41-seater Super Vega. 8 ft. wide, glass rod quarters, K moddings, heaters, radio, many other extras, finished pink-grey.

BEDFORD SB8 chassis, 350-cu.-in. oil engine, Plaxton BEDFORD SB8 chassis, 350-cu.-in. oil engine, Plaxton panels, other extras fitted, finished blue-grey.

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BEDFORD 5B1, 300-cu.-in. oil engine, Plaxton special C-type Embassy 41-scater, 8 ft. wide, glass root quarters, radio, Formica panels, other extras fitted, finished

DEDFORD petrol SB3, diesel SB1 and SB8 chassis, now being bodied by Duple-Plaxton-Harrington-Burlingham, s-speed gearbox and/or 2-speed anle available on SB1 chassis, delivery by Easter, finished to instructions.

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February 10, 1961—THE COMMERCIAL MOTOR 75 (Supplement)

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NOW READY WAITING FINISHING INSTRUCTIONS.

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FULL DETAILS FROM OUR COMMERCIAL VEHICLES CENTRE.

ADAMS AND GIBBON, LTD. WESTMORLAND ROAD, NEWCASTLE.

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THE PASSENGER VEHICLE SPECIALISTS. TO COACH OPERATORS

GIVE YOUR PASSENGERS FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPLE SUPER DE LUXE COACH, ALL FITTED WITH 2-SPEED AXLES, NEW-TYPE BRAKING.

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1956 ATKINSON 6LW 8-wheeler, fitted new 3660 lagsed back oil tank.

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RALLERS now in stock include: 10-, 12- and 14-ton straight.

Frame: (D-S), 14-ton step frame low-loader, 10- and 12-ton for frames: (D-S), 12-ton rear-steering "PV" semi-trailer, 6-ton "Easy Load" chassis, 3- and 5-ton 4-wheelers.

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OFFER: 1958 BEDFORD Comet with low-loading trailer good throughout, £1,250.

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Fruhauf, air brakes, fifth-wheel coupling.
Conference of the coupling of the

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CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs: 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4

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HELPER aprings and new heavy-duty main lo springs. B.B. Sales, Ltd., 88 Clapham Rd., Londo S.W.9. Reliance 2512.

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SHUTTERS in wood, steel or aluminium, delivery. Taylor's Shutters, Syston, Leicester.

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SAFETY BELLS

DELANEY GALLAY safety belts hold your drivers firmly in their seats and the seats to the floor, instant-release buckles, approved by the British Safety Count. DELANEY AND SONS, LTD., Vulcan Works, Edgware Rd., N.W.2, Phone, Gladstone 2201. 222-738

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TRIPLEX supplied and fitted while you wait. 499 Neusaden Lane, N.W.10. Dollis Hill 7272. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade. Enfield 3170. Guildford Place, High St., Taunton 2993. D. W. Price and Sons. Ltd.

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STUCK tyres and tubeless leakers completely avoided by fitting with Tyreprim (regd.) anti-adhesive. For covers frozen to untreated rims, apply Courtie (regd.) penetrani-lubricant. Guaranteed harmless to rubber. From all main factors.

CLAPTON TYRE SERVICE sound part-used tyres, 25 to 15 t

36 X 8, 12-ply, £23; 7.50 x 20 Cross Country of civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £1; 7.00 x 16 remoulds, £5. All carriage paid.

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36 X 8 new 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard 12-ply, £23 l0s.; 14-ply, £25 l0s.; 9.00 x 20 Trackgrip 10-ply £12; carriage paid.

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WANTED, tyres of all types and sizes, spot cash H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026.

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ZZZ-678

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2,000 Wheels in stock of all types and sizes, English and American.

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MISCELLANEOUS ADVERTISEMENTS

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FOR sale, Cheshire, 10 miles Crewe, haulage depot with filling station, office, small showroom, repair shop and park for 30 vehicles, main road. Box CM944, care of "The Commercial Motor." S96-9646 COACH business, Old established, Good connections. Bedford Duple 41-scater, Austin 16-seater. Sale due to death of owner. Full particulars on application, Macc and Jones, Solicitors, 31 Dale St., Liverpool. cand.

AULAGE business, Bristol Area, consisting of seven 1957-60 dissel fortice and 32 tons B licence with very 1957-60 disself business on B licence with very 200 miles radius; limited company; price £10,000 terials 200 miles radius; limited company; price £10,000 terials on request and some hire-purchase available.

WILDE AND BENNETT, LTD..

HADFIELD MANCHESTER. Phone. Glossop 2902-3. AFTER HOURS 2356.

NEW 8-wheeler with open A licence for sale. Wakefield Ltd, Co. Write Box CM947, care of "The Commercial Motor."

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ior."
AULAGE business in West Midland traffic tons A licence articulated, 35 tons B licences, Box CM9512, care of "The Commercial

FILLING station and garage premises, situated on A69 road between Wigan and Warrington, approx. one acre of land.

APPLY: T.Fazakerley and Son, Diccinson St., Wigan. Phone, Wigan 2636 or phone, Ashton-in-Makerfield 7257.

ALE as going concern, excellent, well-estables business, covering all East Midland A and B licences, Willing to separate of required. I CM959 care of "The Commercial Motor." 895.

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Businesses, Premises, Offices, etc., Wanted ANTED, haulage business with special A licences ordinary A licences and B licences in any part country, or alternatively we are prepared to sell iness for a commission as we have numerous clients books.

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BRITAIN'S FIRST FORD DEALER. DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU. PERCY HENDY, LTD.,

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And the cost of conversion is very reasonable Let us quote you for your vehicles.

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PALLETS made with reclaimed timbers to size. Inquiries invited. Keen prices. Sam Ltd., 48 Whitevale St., Glasgow, E.1,

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HIGH-QUALITY forkiff trucks!!!

MMEDIATE delivery!!! Petrol, diesel and electric!!!

COVENTRY Climax, petrol, 1,500 lb., 9-ft. lift, £550.

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STACATRUC, diesel, 5.000 lb., 12-ft. lift, £1.000.

ANSING Bagnall, electric, 2,300 lb., 10-ft, lift, with charger, as new, 1958 model, £1,000.

ULL details on application, for appointment to view, Speed Electrics, Dept. CM, Church St., Basford, Notingham. Phone 2716. 2-TON Coventry-Climax forklift, £675. Stort, London 103.80

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PAUL CHILDS, LTD, Insurance specialists. See our displayed advertisement on page 86. 895-631

MISCELLANEOUS

H.P. Companies please note. Norton and Hunter (London), 183 Leytonstone Rd., Stratford, E.15 We wish to buy all types of reposessed commercial vehicles. Maryland 507?. 895-21

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OVERHAULED loaders.

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MERTON EMGINEERING CO. LTD., Fagrs Rd., MERTON EMGINEERING CO. LTD., Fagrs Rd., Feltham, Middlesex. Phone, Feltham 6208.

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Commercial Motor."

Commercial Motor."

EXPERIENCED clearing house manager required for London office of well-known company, salary and commission. Write giving full details, experience, etc.

Box CM9116, care of "The Commercial Motor."

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COMMERCIAL vehicle salesman must be conversant with all aspects of the commercial vehicle industry and good knowledge of operators, conditions. Salary and commission. Write giving full details to Haulgo, Ltd. West St., Havant.

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UTSIDE representative required by large road transconnections. Write, stating age, experience and salary required, Box CM926, care of "The Commercial Motor," 895-9632.

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EXPERIENCED Commercial-vehicle Salesman required, must be Ford-trained with sales record; generous committee from the foreign force of the force of

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COMMERCIAL-VEHICLE salesman for all types of Rootes Group products, must have previous commercial experience, generous salery and commission, new mercial experience, decreased and commission, new form of the commercial experience, and commission, new for the commercial experience, and commission of the commercial experience, and commission, and commissi

JUNIOR and senior draughtsman required, with P.S.V body experience, A.E.S.D. rates. S-day week and pension scheme. Apply in writing to Charles H. Roc. Ltd., Cross Gates, Leeds, 15, 895-9678.

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COMMERCIAL-VEHICLE Salesman required for main Vauxhall-Bedford dealership. Good opportunity for one with experience. Write to Mr. W. White, Sales Director, Kingston Hill Motor Works, Ltd., Kingston Hill, Surey, Kin 3119.

COMMERCIAL salesman required by progressive Austin distributor, age 22-55, sales experience unnecessary sion, car, pension externice essential. Salary, commission, car, pension externice essential. Salary, commission, car, pension externice essential. Salary commission, car, pension externice essential essenti

TRANSPORT Clerk age 25 to 30 for load routing, must have experience and good geographical knowledge of the country, the job is open to promotion to assistant Transport Manager, must reside within a reasonable distance of Southend-on-Sea. Write with full details to: The full details to: The Transport Manager, must reside within a reasonable distance of Southend-on-Sea. Write with full details to: The Sea). Ltd., Southend-on-Sea, Eastr.

COSTING clerks, young and experienced, for fleet owner in South London: candidates who can install a complete system of vehicle cost into based on actual experience with the control of the cost of t

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Commercial Motor, "

Salesman required by large internationally known
Shitish manufacturer of speed equipment and accessories for the London area, excellent opportunities for ton
grade energetic man, preferably well known in motoring
circles, salary, bonus, expenses and car provided. Write
salving details of sales experience and salvary required
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YOUNG man required to train as commercial vehicle salesman, must be keen to enter the commercial motor trade on the sales side. Apply in writing to Box CM952, care of "The Commercial Motor." 895-310

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GOOD fitter required to assist in maintenance of com-mercial fleet, B.M.C. and Bedford diesel experience essential. Good wages. Pension scheme. Box CM9521 care of "The Commercial Motor."

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LENHAM STORAGE CO., LTD., near Maidston
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CAMBERWELL.

TENDERS ARE INVITED FOR THE SUPPLY OF:-

- (a) ONE 2-TON KARRIER TIPPING TRUCK.
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- (c) ONE KARRIER YORKSHIRE MECHANICAL
- (d) ONE 3-TON BEDFORD LONG-WHEELBASE TIPPING TRUCK.
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 11 CU. YD.
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Tender forms on application to the Borough Engineer and Surveyor, Town Hall. S.E.5. Closing date Thursday, March 2, 1961.

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FOR SALE.

TWO SHELVOKE AND DRURY REFUSE COLLECTION FREIGHTERS, 1946,

SIDE LOADING, END TIPPING, WITH PETROL ENGINE. IN RUNNING ORDER, UNTAXED.

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Offers, in envelope endorsed "SALE OF VEHICLES." to be submitted to Borough Engineer and Surveyor, Municipal Offices, Sheen Lane, S.W.14, by February 25, 1961.

ROROUGH OF BARKING.

BOROUGH ENGINEER'S AND SURVEYOR'S DEPARTMENT.

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- 1 Karrier Senior dual-tip refuse-collection vehicle.
- 2 3-ton low-loading chassis fitted with 10-12 cu.-yd. Derby-type refuse tipping bodies and diesel.
- 1 1-cu.-yd. Benford dumper.
- I Karrier/Yorkshire combined gully-cesspool emptier.
- 1 Bedford/Lacre road-sweeper collector.
- 1 Drott skid shovel with special equipment.

Offers are also invited for the disposal of a number of vehicles and plant.

Full particulars and tender documents may be obtained upon application to the Borough Engineer and Surveyor at the undermentioned address.

Completed tenders must be returned, in the envelopes provided, so as to be received by the Worshipful the Mayor, Town Hall, Backing, Essex, not later than 9 a.m. on Monday, February 20, 1961.

E. R. FARR.

Barking, Essex.

Town Clerk 895-39

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MAINTENANCE RECORD (Charnwood Series No. 39). A life history of each wehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.

DESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, zzz-869

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators, 32 pages, 1s. 6d, net from booksellers, or 1s. 8d by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1, zzz.

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A directory of Personnel in the British Motor and Commercial vehicle incustries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations are associated associated associations are associated associations are associated associations are associated associations are associated associated associations are associated associated associations are associated associate

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GASOMATIC, a patent starting fluid, is injected into the air intake-it contains a mixture of hydrocarbons, upper cylinder lubricant and anti-corrosive agents. It fires immediately, saving batteries and preventing excessive

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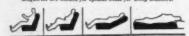
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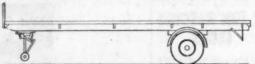
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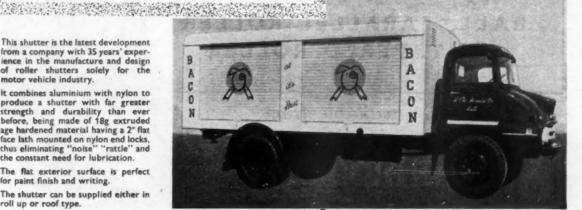
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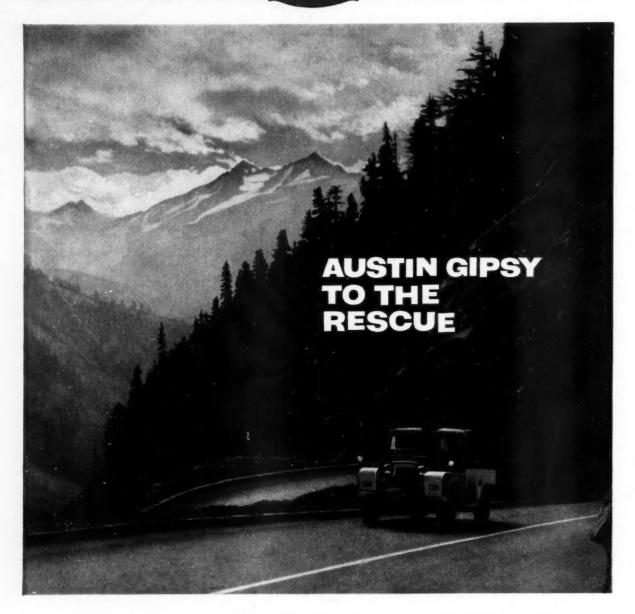
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